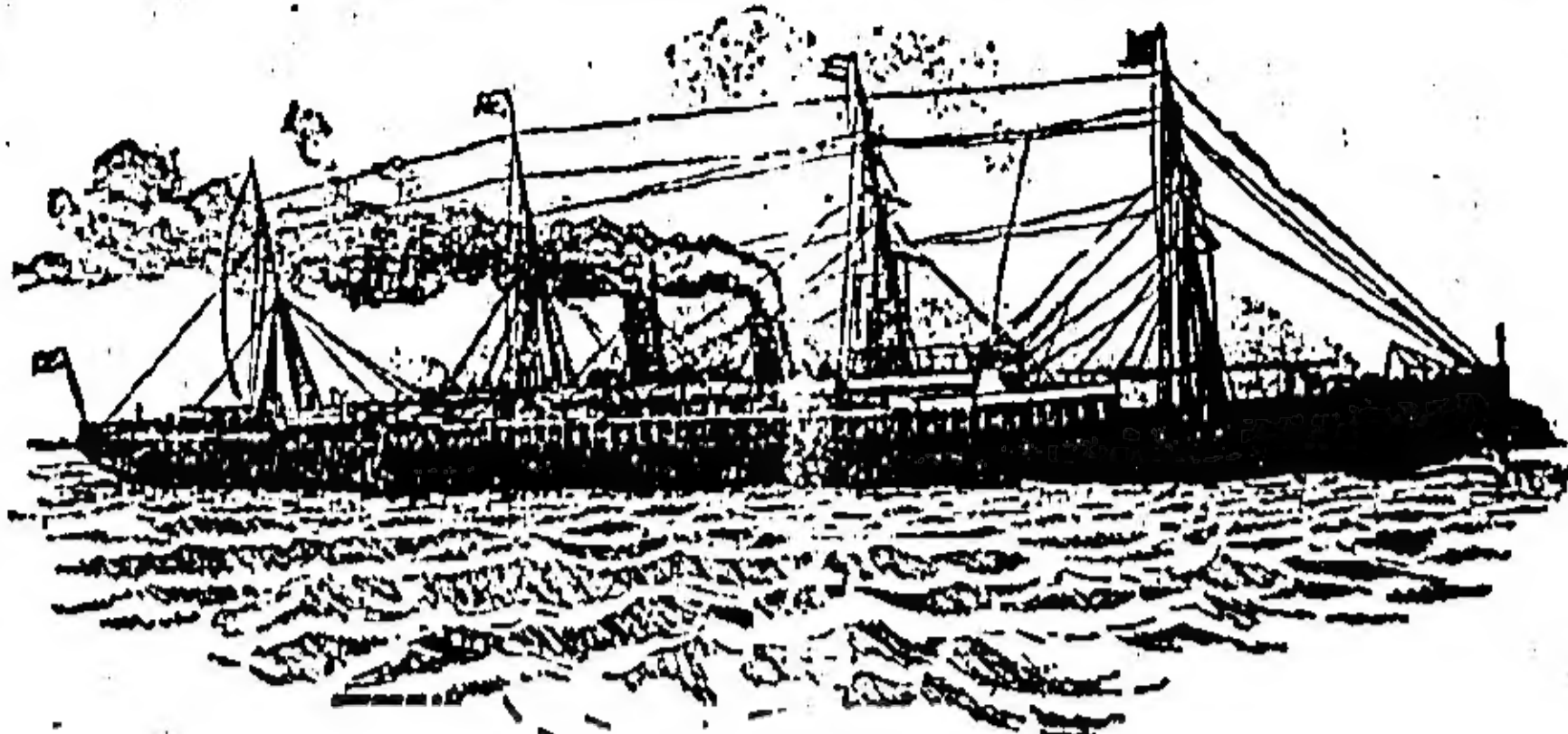




## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC" .....	4,205 Gross Tons	SATURDAY, 5th November, at Noon.
"SIBERIA" .....	11,284 "	SATURDAY, 12th November, at Noon.
"MONGOLIA" .....	13,039 "	SATURDAY, 19th November, at Noon.
"CHINA" .....	5,060 "	SATURDAY, 3rd December, at Noon.
"MANCHURIA" .....	8,750 "	SATURDAY, 17th December, at Noon.
"DORIC" .....	4,784 "	SATURDAY, 24th December, at Noon.
"KOREA" .....	11,276 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIC" .....	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA" .....	11,284 "	TUESDAY, 24th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1903; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 5th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

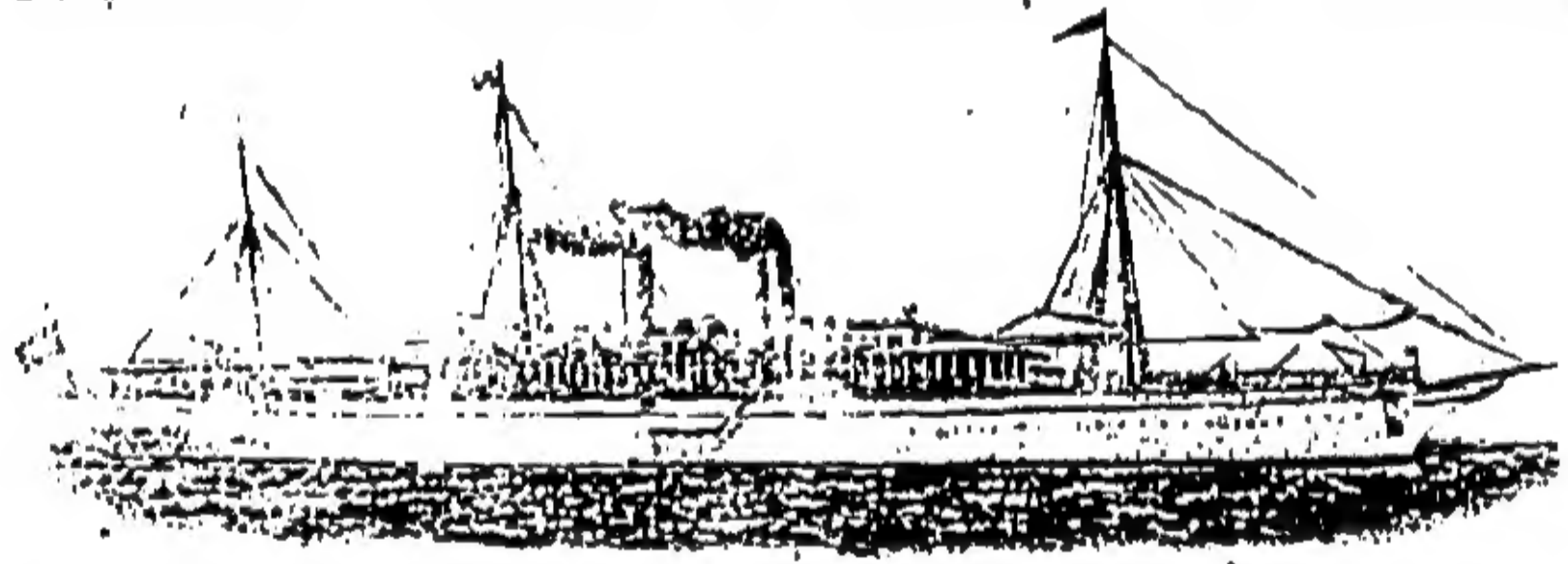
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.  
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

F. W. TILDEN, Agent.

Hongkong, 31st October, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA" .. 6,000 Tons .. WEDNESDAY, 16th November.

"EMPRESS OF JAPAN" .. 6,000 " .. WEDNESDAY, 14th December.

"ATHENIAN" .. 2,440 " .. WEDNESDAY, 28th December.

"EMPRESS OF CHINA" .. 6,000 " .. WEDNESDAY, 11th January, 1905.

"TARTAR" .. 4,435 " .. WEDNESDAY, 25th January.

"EMPRESS OF INDIA" .. 6,000 " .. WEDNESDAY, 8th February.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

Hongkong, 2nd November, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" .....	2,363 tons	Captain R. D. Thomas.
"POWAN" .....	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN" .....	2,260 "	W. A. Valentine.
"HANKOW" .....	3,073 "	B. Branch.
"KINSHAN" .....	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" .....	1,998 tons	Captain H. D. Jones.
------------------------	------------	----------------------

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 2,19 tons | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" .....	388 tons	Captain J. Wilcox.
---------------------	----------	--------------------

"NANNING" ..... 569 " | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

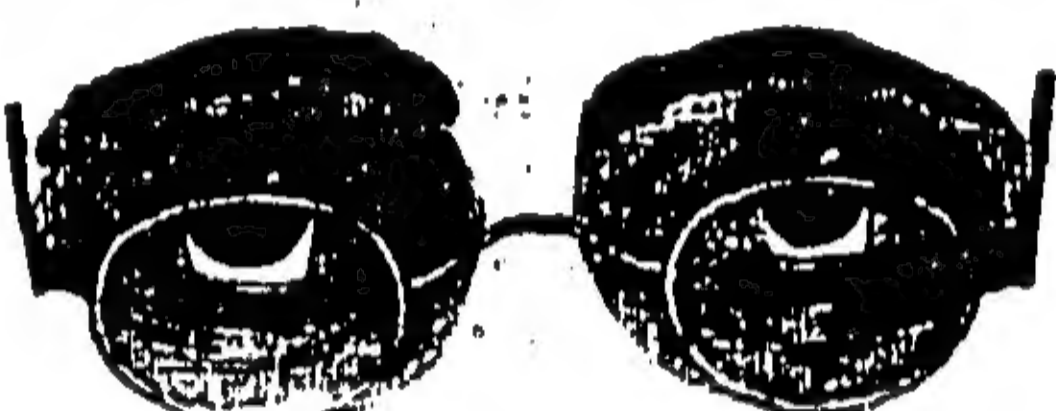
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st October, 1901.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS,  
AND GENERAL COMMISSION  
AGENTS.

16, DES VŒUX ROAD CENTRAL,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAN  
RAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

&c., &c., &c.

REASONABLE PRICES

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

Hongkong, 15th December, 1903

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A I, and A. B. C. (4th).

Yokohama, May 11th, 1903. [595]

## HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,  
SINGAPORE.

THIS First Class newly opened Hotel has  
excellent accommodation for FAMILIES,  
TRAVELLERS and permanent BOARDERS.

## CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the  
commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard  
Saloons.

E. C. VAN MARLE,  
Proprietor.

H. T. SARRE,  
Manager.

Singapore, 4th October, 1904. [1108]

## TSANG FOO &amp; CO.,

COAL MERCHANTS AND STEVEDORES,  
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [1091]

## CHRISTMAS AND NEW YEAR GIFTS

FOR  
HOME FRIENDS.

## MACEWEN, FRICKEL &amp; CO.

UNDERTAKE to Deliver Gifts, etc. (Free  
of Charge to Consignees) in any part of  
the World.

## LATEST SHIPPING DATES.

To England ..... Nov. 8th |

To France ..... Nov. 15th |

To Germany ..... Nov. 9th |

To Italy ..... Nov. 9th |

To United States via San Francisco Nov. 8th

To United States via Suez Canal ..Oct. 10th

To India ..... Oct. 21st |

To South Africa ..... Oct. 21st |

To Australia ..... Oct. 21st |

To Canada ..... Nov. 8th |

CHINA PARCELS EXPRESS.

Office:—3, DUNDRELL STREET,  
Hongkong, 7th October, 1904. [1116]

## BOO CHEONG,

STATIONER AND PAPER  
DEALER.

20, POTTINGER STREET,  
Hongkong, 14th October, 1904. [1156]

## Hotels.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1904. [39]

## KING EDWARD

HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to 25th Floor.

## Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

## WINTER SEASON.

## NEW GOODS

ARRIVE  
EVERY WEEK.

## LADIES' DEPT.

ALEXANDRA BUILDINGS.

Smart Boots and Shoes.

The New Clifton Velvet.

Winter Jackets and Golf Capes.

Season's Furs, Fichus and Fascinators.

Costumes Coats and Shirts.

Lace Robes.

Trimmed Hats and Bonnets.

Underclothing and Corsets.

Gloves.

Hosiery.

Fans.

## CHILDREN'S DEPT.

Wool Hats.

Jersey Caps.

Hoods.

Gaiters.

Gloves.

Dresses.

Cloaks.

Hosiery.

Shoes.

&amp;c., &amp;c., &amp;c.

## FURNISHING DEPT.

FIRST FLOOR.

New Tapestry Curtains.

Table Damask.

Bedspreeds.

Down Quilts.

Art Muslins.

Embroidered Sheets.

Carpets.

Rugs.

&amp;c., &amp;c., &amp;c.

## DRESSMAKING

English, French and American  
Styles.

## GENTS' DEPT.

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Gents' Boots.

Winter Underwear.

Knitted Vests.

Suits.

Bags.

Fitted Dressing Cases.

Exclusive designs in Ties.

Felt Hats.

Gloves.

&amp;c., &amp;c., &amp;c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 29th October, 1904.

[1096]

## Intimations.

HONGKONG JOCKEY CLUB.

## NOTICE.

THE RACE COURSE WILL BE OPEN from TO-DAY (TUESDAY) the 1st November, 1904.

Members requiring STAND or STABLE Accommodation during the Forthcoming Training and Racing Season will oblige by applying to the Undersigned before MONDAY, the 14th instant.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 1st November, 1904. [194]

## THE "STAR" FERRY COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 710 for 100 Shares numbered 9999/8031, 886/1000, 8984/8993, 4210/4254, 8999/9008, 1575/1599 in the above Company standing in the name of WONG BARK KI having been reported Lost.

NOTICE IS HEREBY GIVEN that a Duplicate Certificate for the said Shares will be issued one month hence, and that the original certificate unless produced within that period will thereafter be held by the Company as null and void.

EDWARD OSBORNE,  
Secretary.  
Hongkong, 25th October, 1904. [1179]

## NOTICE.

WE beg to inform our Customers that we will CLOSE OUR SHOP from 1st December, 1904, until further notice.

VICTORIA HAIR DRESSING SALOON.  
Hongkong, 1st November 1904. [1178]

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## TIME TABLE

(on and after 1st October, 1904.)

## WEEK DAYS.

6.45 a.m. to 7.00 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.45 p.m.	Every 10 minutes.

NIGHT CARS, 8.45 p.m. to 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

## SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st October, 1904. [1094]

## A. FOOK &amp; CO.,

SHIP'S COMPRADORS,  
STEVEDORES, SHIP  
CHANDLERS, COAL MERCHANTS,  
GENERAL STOREKEEPERS.

Shipping supply with all kinds of Provisions  
Ballast and Water at the shortest notice  
and reasonable terms.

No. 9, POTTINGER STREET,  
Hongkong.  
Hongkong, 1st November, 1904. [1184]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT

In Casks of 375 lbs. net \$5.00 per Cask  
ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag  
ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 2nd September, 1904. [783]

## FURNITURE WAREHOUSE.

## LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,  
from Shanghai, has opened a  
FURNITURE STORE

at

No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Has been patronised by the Hongkong Club,  
Hongkong Hotel, Messrs. A. S. Watson & Co.,  
L.D., Joint Telegraphs Co., and other leading  
Establishments in the Colony, to whom reference  
may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

Messrs. A. S. Watson & Co., Ltd. write as  
follows:—

"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co., Ltd.  
ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.  
Hongkong, 2nd September, 1904. [995]

## RUSSIAN-WAR NEWS.

## A PARALLEL FROM 1812.

The *Times* has published the following very  
apposite and interesting letter, from which it is  
evident how closely the Russian of to-day fol-  
low the example of their forefathers in the  
matter of minimising and excusing their re-  
verses:—

In connection with present methods of dis-  
seminating war news in Russia it is interesting  
to recall a passage from General Count Philip  
de Segur, which illustrates the hackneyed  
proverb that history repeats itself. While  
writing of the action of August 29, 1812, when  
Napoleon's columns drove the Russians back  
beyond Wiazma, Segur says:—

"Napoleon returned to Wiazma, where he  
was obliged to stop to ascertain the advantages  
that he might derive from his new conquest.  
The accounts which he received from the in-  
terior of Russia represented the hostile Govern-  
ment as appropriating to itself our successes,  
and inculcating the belief that the loss of so  
many provinces was the effect of a general plan  
of retreat adopted beforehand. Papers seized  
at Wiazma stated that Te Deum had been sung  
at Petersburg for pretended victories at Wia-  
psk or Smolensk. 'What!' he exclaimed in  
astonishment. 'Te Deum! Dare they lie, then,  
to God as well as to man?'"

"For the rest, most of the intercepted Rus-  
sian letters expressed the same astonishment.  
'While our villages are blazing,' said they, 'we  
hear nothing but the ringing of bells, hymns of  
thanksgiving, and triumphant reports. It seems  
as if they would make us thank God for the  
victories of the French. Thus there is lying  
in the air, lying on earth, lying in words  
and in writing, lying to Heaven and earth,  
lying in everything. Our great men treat Rus-  
sia like a child, but there is no small degree of  
credulity in believing us to be so credulous.'  
'Very just reflections,' comments Segur,  
'means so gross had been employed to  
deceive those who were capable of writing  
such letters. At any rate though these politi-  
cal falsehoods are generally reported to, it was  
plain that when carried to such excess they  
are a satire either on the governors or the  
governed, and perhaps on both.'"

## A JAPANESE PRISON.

A writer in a recent number of "Temple  
Bar" gives an interesting account of a visit  
which he paid to a prison at Tokio, and which  
shows that in the penal system the Japanese  
have, as in everything else, made remarkable  
progress. In the course of his observations  
the writer says

## ONE OF THE CELLS.

Entering the prison through three heavily-  
barred gates we found ourselves in a fine hall,  
the walls of which, covered with white tiles,  
looked clean and cool. The spotless floor was  
of red brick, and from this spring skeleton  
galleries of iron on which the cells open. This  
English system of division was adopted, my  
guide told me, in preference to others when  
the place was built twelve years ago. . . .  
Opening the door of one of the cells, the  
Deputy-Governor showed me a small room as  
clean as and more comfortable than the cell of  
an English prisoner. Here there is more light  
allowed, both natural and artificial, as well as  
more air, as the window is bigger than that in  
an English gaol. The gas jet, too, is better  
placed for reading, and the ceiling a good deal  
more lofty. Of course there is here no plank  
bed, only a rug and mat for each person, sup-  
plemented by the odd shaped wooden pillow—  
in shape much like a flat-iron—so beloved by  
the Japanese. Here, too, there is no solitary  
confinement, save as a punishment; each cell  
contains two, three, or four prisoners as a rule,  
who do not work in the cells, but in the work-  
shops. The four occupants of the cell I visited  
were to be seen later in the carpenter's shop.

## THE CHAPEL.

From this cell I was taken to the chapel of  
the prison, a small Buddhist temple, adorned  
with a large figure of Amida, joss-sticks, gongs  
and bronze storks—movable, all these to be  
replaced by another shrine when required for  
Shinto worship, as is the Catholic altar when  
the chapel of an English gaol is in use by the  
Protestants. Here were a number of juvenile  
prisoners—bright-looking boys—with oddly  
shaved heads like that of a Japanese doll.  
These were dressed in kimono—loose dress-  
ing gowns—blue or deep maroon in colour,  
and wadded like an eider down quilt. They  
sat in a row before the altar while a picturesque  
old priest in blue and yellow instructed them  
in the mysteries of their religion. Hence we  
passed to a number of large, airy workshops,  
traversing en route the prison yard, here no  
hideous expanse of sand bounded by dreary  
walls, but a stretch of yellow gravel bordered  
by long beds of flowering beans clumps of  
shrubs. The workshop hummed like hive as  
we entered them—all the workshop prisoners  
chattering and laughing with apparently  
little restraint from the few warders placed  
among them, giving instructions, or speaking to  
a prisoner in a good-natured way. I was  
told that although there are no less than 2,500  
prisoners in the gaol, a comparatively very  
small number of warders is necessary to guard  
them.

## IN THE WORKSHOPS.

In the workshops, in spite of the chatter, all  
the prisoners were working hard. The work  
done is of a very varied character. One work-  
shop is devoted to the manufacture of Govern-  
ment post bags—these of red colour; in an-  
other I saw large blazing forges over which  
beating out to outside and warden alike,  
had not the prisoner blacksmiths looked so  
bright and amiable further on is a large and  
well-arranged carpenter's shop stocked with  
every modern appliance for working in wood,  
and beyond this a long room full of looms in  
which rugs and carpets were being made. The  
prisoners, my guide told me, work from 7 a.m.  
until 5 p.m., and are well paid; so that, after  
even a comparatively short time of imprison-  
ment, a Japanese of the poorer classes (who  
can and do live as a rule in comfort on 2d. or  
less per head a day) is well provided for some  
time on rejoining his liberty. . . . Close to the  
workshops are large baths, very clean and well  
arranged, and a great kitchen, where dinner  
was being prepared by smiling convict cooks,  
who invited me to taste the prison rations,  
which consist of rice, potatoes, and a little fish,  
and tasted excellent.

## THE INDIAN CROW.

It is quite impossible for anyone who has not  
sojourned in "The Land of Regrets," to appre-  
ciate the important part played by crows in the  
daily life of the "Anglo-Indian." India without  
its crows, says Mr. J. Dewar in *L'Espresso*,  
*Macmillan*, is unthinkable; it could only be  
likened to London without its fog. Wherever  
human beings have their abodes there are  
multitudes of Corvidæ to be found, for the  
Indian crow is an inseparable appendage of  
town and village. Two species exist side by  
side in India—the great blackbird, known to  
Anglo-Indians as the corby, and the smaller  
grey-necked species. Both birds lead lives of  
aimless vagabondage; both are scoundrels of  
the most pronounced type; both are sinners  
beyond redemption. Did the black crow exist  
alone, it would be held up as the emblem of all  
that is evil and mischievous. As things are,  
its iniquities pale into insignificance beside  
those of its grey-necked cousin. The very name  
of the latter bird is sufficient to raise the ire of  
the righteous man. To call the arch-villain of  
the bird world "the splendid" is mere mockery  
of words. Jordan, the famous Indian naturalist,  
"often regrets that such an inappropriate  
specific name should have been applied to this  
species, for it tends to bring into ridicule,  
among the unscientific, the system of nomen-  
clature."

The Indian crow is able to utilise most things.  
A Calcutta bird has made itself famous for all  
time by constructing a nest of the wires used to  
secure the corks of soda-water bottles. Bombay  
is very jealous of Calcutta, and the crows, of  
course, are their betters. The Bombay birds  
determined not to be outdone by the Calcutta  
Corvidæ. Accordingly one of the former  
promptly built her nest of gold and silver  
spectacle frames stolen from Messrs. Lawrence  
and Mayo's factory. The value of the materials  
used in the construction of this nest was esti-  
mated at £20. But crows will appropriate  
things for which they can have no possible use.  
They commit larceny for the love of the thing.  
The Indian crow is the incarnate spirit of mis-  
chief. The bird will wantonly tear a leaf out  
of a book lying open on the table. My garden-  
er, adds Mr. Dewar, puts every morning  
fresh flowers in the vases. This operation is  
performed in the verandah. One day the man  
was called away from his work for a couple of  
minutes. During his absence a crow swooped  
down and succeeded in taking a beautiful  
flower and breaking the vase in which they  
were placed. A retired colonel of my acquain-  
tance, who lives in the Himalayas, is a  
very enthusiastic gardener, and the crows are  
the bane of his life. They root up his  
choicest seedlings, sever the heads of his most  
superb flowers from the stalk, and fly away  
with the little pieces of paper which he places  
in clef sticks to mark where seeds have been  
sown.

But it is in towns that the iniquity of the  
crows reaches its maximum. The Madras  
Corvidæ are a by-word throughout the length  
and breadth of India. The hospital is their  
favourite playground. They are never so  
happy as when annoying the inmates. They  
know at once when a person is too ill to move.  
The consequence is that it has been found  
necessary to have made for all the tables wire  
covers which protect articles placed at the bed-  
side from the ravages of the "trouble-dated  
birds." I have seen a Madras crow quietly  
helping itself to the contents of a basket which  
an old woman was carrying on her head. The  
bird was possessed of sufficient intelligence to  
refrain from alighting on the basket. Had it  
done so its presence would probably have been  
detected. It flapped along just above the  
contents. The knavish tricks of crows are by no  
means confined to human beings. As Col. Cun-  
ningham truly says, "Any animal pets are, of  
course—even more than inanimate objects—  
subject to their attentions, and, unless in  
wholly inaccessible places, are constantly liable  
to have their food purloined and their lives  
rendered a burden by persistent and ingenious  
persecution." I once possessed a greyhound  
which used to be fed in the garden. A man  
had to stand over the dog while it was feeding,  
otherwise the crows would devour the greater  
portion of the meal. Their plan of campaign  
was simple and effective. They soon learned  
the dog's feeding-hour, and, as it drew near,  
would take up a position on any convenient  
tree. The moment the greyhound began to  
eat, a crow would swoop down and peck  
viciously at its tail. The dog would, of course,  
turn on the bird, and the others would seize  
this opportunity to snatch away some of the  
food. The process would be repeated until the  
meal was over. Crows tease and annoy  
wild creatures with the same readiness that  
they worry domestic animals. They mob  
every strange bird in much the same way as  
the London street arab makes fun of any  
person in unusual attire.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10 3/16
Do. demand	1/10 1/2
Do. 4 months' sight	1/10 7/16
France—Bank T.T.	2/32
America—Bank T.T.	1/10 1/2
Germany—Bank T.T.	1/10 1/2
India T.T.	1/10 1/2
Do. demand	1/10 1/2
Shanghai—Bank T.T.	1/10 1/2
Japan—Bank T.T.	1/10 1/2
Singapore—Bank T.T.	1/10 1/2
Java—Bank T.T.	1/10 1/2

## Buying.

4 months' sight L/C	1/10 9/16
6 months' sight L/C	1/10 11/16
30 days' sight San Francisco & New York	1/10 1/2
4 months' sight do.	1/10 1/2
30 days' sight Sydney and Melbourne	1/10 1/2
4 months' sight France	2/32
6 months' sight do.	2/32
4 months' sight Germany	1/10 1/2
6 months' sight do.	1/10 1/2
Bar Silver	1/10 1/2
Bank of England 100	1/10 1/2

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—  
Per chest  
Malaya New . . . . . @ 1,050/1,100  
Old . . . . . @ 1,100/1,150  
Older . . . . . @ 1,200/1,250  
Oldest . . . . . @ 1,250/1,300  
Patna New . . . . . @ 1,150/1,200  
Benares New . . . . . @ 1,100/1,150  
Persian (Paper) . . . . . @ 800/850

## Intimations.

## A FAIR EXCHANGE.

Large sums of money are no doubt realized  
from simple speculation, but the great fortunes  
are derived from legitimate and honest business  
—where the goods furnished are worth the  
price they bring. Certain famous business  
men have accumulated their millions wholly in  
this way. Prompt and faithful in every con-  
tract or engagement they enjoy the confidence  
of the public and command a class of trade that  
is refused to unstable or tricky competitors. In  
the long run it does not pay to cheat or deceive  
others. Even a child or a dog soon learns to  
distinguish between real friends and foes in  
disguise. A humbug may be advertised with  
a noise like the blowing of a thousand trumpets,  
but it is soon detected and exposed. The  
manufacturers of

WAMFOLE'S PREPARATION  
have always acted on very different principles.  
Before offering it to the public they first made  
sure of its merits. Then, and then only, did  
its name appear in print. People were assured  
of what it would do, and found the statement  
truthful. To-day they believe in it as we all  
believe in the word of a tried and trusted friend.  
It is palatable as honey and contains all the  
nutritive and curative properties of Pure Cod  
Liver Oil, extracted by us from fresh cod livers,  
combined with the Compound Syrup of  
Hypophosphites and the Extracts of Malt and  
Wild Cherry. It aids digestion, drives im-  
purities from the blood and cures Anemia,  
Scrofula, Debility, Influenza, Throat and Lung  
Troubles, and Wasting Complaints. Dr. Louis  
W. Bishop says: "I take pleasure in saying I  
have found it a most efficient preparation, em-  
bodying all of the medicinal properties of a  
pure cod liver oil in a most palatable form." It  
stands in the front rank in the march of medi-  
cine. It is a scientific remedy and a food, with  
a delicious taste and flavour. No slow or  
doubtful action. "It cannot disappoint you."  
Sold by all chemists.

INFORMATION has been received from the  
Military Authorities that GUN PRACTICE  
will be carried out as under:—  
Lyemun, on the 2nd November, in the direc-  
tion of the entrance to Junk Bay at  
ranges from 600 to 6,000 yards.  
Lyemun, on the 4th November, in the direc-  
tion of the entrance to Junk Bay at  
ranges from 600 to 4,000 yards.  
Devil's Peak, on the 4th November, in the  
direction of Tung Lung Island at ranges  
from 600 to 10,000 yards.  
If the weather is unfavourable, Practice will  
be carried out on the following day.  
Practice will commence daily at 9 A.M., and  
finish about 12 Noon, if the range is clear.  
L. BARNES-LAWRENCE,  
Harbour Master, &c.

Harbour Department,  
Hongkong, 28th October, 1904. [1169]

## ST. ANDREW'S BALL.

SCOTSMEN desirous of SUBSCRIBING  
to the forthcoming ST. ANDREW'S  
BALL, on 30th November, are requested to  
forward to the Undersigned their NAMES and  
ADDRESSES, and to state whether Married  
or Single.

DAVID WOOD,  
Hon. Secretary,  
St. Andrew's Ball Committee.  
Hongkong, 26th October, 1904. [1164]

## ROBINSON PIANO

## COMPANY, LIMITED.

## NEW IRON -

## FRAMED -

## PIANOS

## \$425.

## GUARANTEED FOR CLIMATE.

## MASTER PIANO

## PLAYER

## \$385 &amp; \$500

## PIANO AND PLAYER \$800.

## PERSONALLY SELECTED

## PIANOS

## BY

## BECHSTEIN, KAPS,

## HOPKINSON,

## KRAUSS, HAAKE,

## RACHAL'S

## CABIN PIANOS.

## HIRE OR CREDIT.

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY  
THE GOVERNOR.AT THIS SEASON OF THE YEAR  
WHEN BOWEL COMPLAINTS ARE  
COMMON IT BEHOVES ONE TO  
LOOK ROUND FOR A SUITABLE  
REMEDY.WATSON'S  
ASIATIC CORDIALIS A SPECIFIC FOR ALL TROUBLES  
OF THIS KIND.WE RECOMMEND OUR CUS-  
TOMERS TO KEEP A BOTTLE BY  
THEM UNTIL THE AUTUMN IS  
OVER.A. S. WATSON & Co.,  
LIMITED,CHEMISTS,  
DRUGGISTS,

PERFUMERS.

HONGKONG  
DISPENSARY,  
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 29th October, 1904.

TELEPHONE NO. 124  
CABLE ADDRESS: "ACREE" HONGKONG  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17, QUEEN'S ROAD.FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS.COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.DEVELOPING and PRINTING  
UNDERTAKEN FOR AMATEURS.  
GOOD WORK.PROMPT RETURN.  
Hongkong, 8th January, 1904.ESPECIAL OLD TOM GIN.  
Marshall and  
Elvy's.

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—  
THE MUTUAL STORES,  
Des Vaux Road.

Hongkong, 17th May, 1904.

NOTICE  
All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee Hoee Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MSs, nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per annum, proportionally.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 90 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, THURSDAY, NOV. 3, 1904.

## THE MIKADO.

It is safe to assert that a countless host of  
well-wishers have to-day pledged the health  
of the Emperor of Japan, who now leaves  
behind him fifty-two years of a useful life.  
Twelve months ago the Island Empire was  
on the brink of war; three months elapsed  
and the blow was struck—with what result  
needs no recapitulation. By temperament  
Mutsu Hito is exactly in sympathy with our  
own King. Both monarchs are men of  
peace. Indeed, the reign of the present  
Mikado, whose fate ordained to see his country  
plunged into the biggest war it has ever  
known, had been long since christened by  
his subjects the "era of enlightened peace."  
That was before the war with China, ten  
years ago. But even if his name can now  
hardly go down to posterity coupled with  
the remembrance of peace, there is no pos-  
sible doubt about his connection with  
Japan's enlightenment. The early steps  
of his country were helped by an extraordinary  
degree by his actions. In the thirty years  
odd during which he has ruled over the  
land of Nippon, Japan in general has  
emerged from an Orientalism that still sur-  
vives in, at any rate, one fact—namely, that  
the whole nation regards the Emperor him-  
self almost as a god. In fact, for this reason  
they force upon him a seclusion that cannot  
but be irksome to a ruler who is  
extremely intelligent, whatever may be the  
fables to the contrary. He works far harder  
than any other monarch in Asia, and than  
many in Europe, and takes the keenest inter-  
est in the details of the outer world. His  
stout henchmen and intrepid leaders, and  
the men who think and direct, have followed  
in the footsteps of their Imperial Master with  
the result that Japan has sprung rapidly to  
the front. The ascendancy of Japanese  
influence over China since the upheaval of  
1900 is a fact which has attracted little  
attention because it has developed so gradu-  
ally and quietly, but nevertheless it is  
probably the most important result of that  
campaign, and one which may have the  
greatest consequences to the politics of the  
Orient. What the result of the present war  
will mean to affairs Far Eastern it is  
difficult to foretell, but that the future of  
Japan is big with promise will not be denied  
by those who have followed the progress of  
events since that memorable day nearly nine  
months ago.

## LOCAL AND GENERAL.

H.M.S. *Tamar* beat a team of V.R.C. players  
in a 'footer' match yesterday by one goal to  
nil.

At the Chess Club last evening Mr. Fa'loon's  
team beat Mr. Pollock's team by two games to  
one.

The rails and various materials for Penang's  
electric railway were shipped from home in the  
early part of last month.

The French silk trade is protesting against a  
Government proposal to impose a duty of nine  
francs on Asiatic silk fabrics from January the  
1st, 1905.

The Victoria Recreation Club has issued the  
programme of the forty-seventh meeting to be  
held on Thursday, Friday and Saturday, the  
8th, 9th and 10th December.

QUITE a large number of people witnessed the  
polo match at Causeway Bay yesterday after-  
noon, when H.E. Sir Matthew Nathan's team  
beat a team headed by H.R.H. Prince Adalbert  
of Prussia by seven goals two subs to six  
goals one sub.

ON the 6th ult., the North Borneo Trading Co.  
laid the keel of a cargo lighter 80 feet between  
perpendiculars, 20 feet moulded beam and 10  
feet moulded depth. She is being built to  
order, on plans and estimates for a particularly  
shallow draft.

AN *Englishman* special contains the announce-  
ment that Lord Milner's resignation of the post  
of High Commissioner has been received with  
surprise. It is believed that the choice of a  
successor lies between Sir Arthur Lawley, Lord  
Balfour of Burleigh and Sir Edward Ward.

The French mail of the 4th October was  
delivered in London on the 2nd inst.

FOR stealing a watch from the occupant of No.  
74 McDonnell Road, Kowloon, and pawning the  
same a Chinese boy was this morning sent  
to six weeks' hard labour by Mr. Kemp. The  
culprit sold the pawn-ticket for 85 cents to  
another Chinaman, who redeemed the watch  
and was found with it in his possession. There  
was no case against the latter who was accord-  
ing discharged.

By kind permission of Lt. Col. Bremont and  
officers, the Band of the 93rd Burma Infantry  
will play the following programme of music at  
the King Edward Hotel, during dinner, on  
Friday, the 4th instant (weather permitting).  
March "The Belle of Bloemfontein".....Ord. Hume.  
Idyll "Hiawatha".....Moret.  
Selection "The Runaway Girl".....Frank Carrill.  
Lancers "The Treador".....Williams.  
Valse "A Greek Slave".....Sidney Jones.  
Selection "Floradora".....Leslie Stuart.  
Polka "Pikaroon".....Green.  
God save the King.

At a meeting of members of the Kowloon  
Cricket Club last evening Mr. R. J. Macgowan  
was elected Chairman, Dr. J. H. Swan Captain,  
Mr. H. M. Harrop, vice-Captain, Mr. Gojyne  
Stevens, Hon. Secretary, Mr. G. H. May, Hon.  
Treasurer, and Messrs. P. W. Goldring, Pack-  
ham, Parkes and Lightfoot, Committee. It  
was announced that the Hon. P. N. H. Jones,  
Director of Public Works, would receive a  
deputation in regard to a site for a Club  
Ground. The proposed rules were submitted  
and approved. Votes of thanks to Mr. E.  
Osborne, Dr. Swan, and H. C. Austin were  
proposed and carried with acclamation.

YEUNG SHUN, a Chinese bandit, was to have  
appeared before Mr. Kemp this afternoon, on  
the charge of being engaged in an armed rob-  
bery at Hok On, on the 17th ult., but he is  
now before a greater tribunal, for Yeung Shan  
died of dysentery in the Government Civil  
Hospital last night. It will be remembered  
that he with several others stopped a man on  
the road between Hok On and Hunghom on  
that date and after robbing him of all he had,  
left him for dead. But there was still a spark  
of vitality left in the victim who reported the  
affair and caused the arrest of Yeung. The  
latter was placed in goal on remand until to-  
day; but on the 29th ult. was so ill that he was  
removed to hospital where he succumbed to a  
virulent attack of dysentery.

It will be remembered by our readers that on  
the arrival of the s.s. *Hanoi* in port yesterday  
from coast ports, she had 41 dead pigs on  
board, and the Captain reported that 400 had  
been thrown overboard, having died on the  
voyage. The sequel to this case was supplied  
this morning when two Chinese pork dealers  
were discovered on board hidden by the light  
rattan baskets used for carrying pigs. The  
men were charged with trespassing on board,  
and being on the steamer without the per-  
mission of the Captain and officers, and were  
fined \$5 each. It is surmised that the men's  
intention was to steal the dead pigs, or buy  
them for a trifle from the crew, and then turn  
them into sausages.

A SHOOTING party from Hongkong, com-  
prising Captain E. S. Ward (A.D.C. General  
Hutton), Lieutenants Gaskell, C. Cooper,  
R.E., visited Kudat and Sandakan last month,  
intent on hunting big game. The first week  
was spent with Mr. K. Dieudonné on the  
Estates, where a deer-drive resulted in a kill of  
two. At Sandakan the sportsmen were joined  
by Mr. Woods, who accompanied the party in  
the steam launch *Rahmat*, kindly placed at  
their disposal by Mr. W. Cope, up the Kina-  
batangan River, which yielded, by means of  
dogs, a bag of one bald headed deer and five  
pigs. The best sport, says the *North Borneo  
Herald*, of 1st ult., was provided subsequently  
by Mr. G. J. Altman, who afforded his guests  
(the above and Lieut. Board) a most enjoyable  
trip by launch to the Qualla Segama. By  
skillful stalking, as well as with superior knowl-  
edge of the ground and game, Mr. Altman  
enabled the two "Sappers" to secure a couple  
of fine bull *timbadaus*.

A CURIOUS accident occurred last evening at  
the junction of Wing Lok Street and Des  
Vaux Road, by which the glass windows of a  
tram car were broken. It appears that a coolie  
was walking along the road in the middle of  
the lines, and though the gong was repeatedly  
sounded, he took no notice; and when the car  
came so close that it must inevitably have run  
the imbecile down, the motor-man put on the  
emergency brake with such effect that the sud-  
den jar broke the windows in front of the car.  
The coolie looked around to see what it was all  
about, and in doing so crashed his bamboo  
carrying-pole through a side window. The  
man was charged before Mr. Hazeland this  
morning, but as there was nothing to show that  
the man willfully caused an obstruction or wil-  
fully broke the windows, he was discharged.  
The prosecuting witness, the motor-man of the  
car, stated that the coolie offered to pay \$1.00  
compensation for the broken windows, but as  
they were valued at \$10 he laughed at the offer,  
and brought this charge as he knew that their  
value would otherwise be deducted from his pay.  
His Worship said he admired the witness for  
his candour—it was certainly refreshing; but  
he could do nothing in the matter; the prose-  
cutor had his remedy in the Civil Court.

## THE WEATHER.

The following report is from Mr. J. I. Plum-  
mer, Chief Assistant of the Hongkong Obser-  
vatory:—

On the 3rd at 11.35 a.m. The barometer  
has risen in S. China and in the Philippines,  
and fallen slightly over Central China.  
The great pressure is found to lie over the  
estuary of the Yangtze and over the Yellow  
Sea towards S.W. Japan, and the least in the  
Pacific to the eastward of northern Luzon.  
Moderate N.E. winds will prevail in the For-  
mosa Channel and moderate E. winds in the  
northern part of the China Sea.  
Forecast:—Moderate E. winds, cloudy, fair.

## BOXING AT THE CITY HALL.

A moderate gathering of sports assembled  
at the City Hall last evening to witness the  
contest between Sam Newman, welterweight  
champion of China, and "Baby" Smith, of the  
Royal Artillery, for the title and a side wager  
of \$500.

Proceedings commenced with a four-round  
bout between Cohen and Marriott, which  
resulted in a draw. Frank and Armstrong, both  
of H.M.S. *Vergennes*, followed with an eight-  
round go. Honours were even at the conclusion  
of the bout, and Mr. Jim Christie, as referee,  
gave the verdict a draw.

After an interval of about half an hour Sam  
Newman, looking in the pink of condition,  
entered the ring at exactly 10.15 p.m., attended  
by Jim Christie as principal second, and im-  
mediately after Smith followed and met with  
an ovation. He was equipped by bluejackets,  
and his condition showed a lack of careful pre-  
paration. Mr. Lilly Waters officiated as referee  
and Mr. Logan held the watch. After some  
preliminary remarks by the referee, which were  
quite inaudible, the men faced each other for

## ROUND 1.

Both men crouched slightly, Newman not so  
much as customary, and sparred warily. Smith  
stopped Newman neatly with a left on the  
mouth and sharp exchanges followed. Then  
Smith placed a right punch above Newman's  
ear. Rapid exchanges followed, and on com-  
ing away Newman's dial showed evidence of  
the visitations of Smith's left. A sharp rally  
followed and Smith sent Newman to the floor  
with a left jolt on the chin. On resuming his  
feet Newman placed successive solid rights on  
to Smith's ribs, the latter replying with a stiff  
left hook on the chin. Hammer and tongs  
fighting closed a splendid round and the men  
went to their corners amidst the cheers of the  
spectators.

## ROUND 2.

Smith opened with a double lead at the  
head, both getting home and a rally followed.  
Smith again landed left stabs on to his oppo-  
nent's mouth, and the latter's visage bore tell-tale  
marks, both eyes being partially closed. After  
some mixed fighting in which both men dealt  
out punishment freely Newman went down to  
a left punch on the side of the head. Newman,  
on regaining his feet showed a strong inclina-  
tion to clinch. After cautiously sparring  
Sammy placed rapid left and rights on Smith's  
body, and Smith retaliated with several left  
jabs on the mouth. Smith's ribs showed red  
patches from the effect of Newman's solid  
counters, and he appeared weak on his pins.  
Fierce in-fighting, and Newman's dexter duke  
reached "Baby's" body twice. Smith's hits  
now lacked vigour, and it was evident that  
Newman's short arm body punches were be-  
ginning to tell. Corners brought a most excit-  
ing round to a close.

## ROUND 3.

Both men sparred warily for an opening and  
Smith led lightly with his left. A rally ensued  
and Smith swung a weak right on to Sammy's  
ear. After more sparring Smith jabbed his  
left on to his opponent's mouth several times,  
Newman drawing first blood with a straight  
left on the nose. Smith was now palpably  
weak, while Newman's condition stood him in  
good stead. Notwithstanding this aspect of  
affairs Newman failed to take advantage and  
"corners" sounded without further fighting.

## ROUND 4.

Both men countered on the face. Both were  
leg weary, and sparring for wind, when Smith  
led lightly and a smart rally followed. Smith  
went to the floor from a right half swing, but  
was up immediately. Both men were weak and  
exchanges were feeble. After an interval of  
sparring Newman got home on Smith's head  
with a right swing. A rally followed and  
Newman planted a neat left on "Baby's" face,  
Smith replying with a left hook on the chin.  
Clinching now became frequent and both men  
were glad to hear the gong.

## ROUND 5.

On coming to the scratch both men showed  
signs of wear and tear; Newman's optics were  
nearly closed and Smith's dial was gory.  
Smith was the first to open proceedings with a  
stiff left jab on the chin, followed by two left  
taps on the face. Newman countered himself  
with smothering but, breaking ground, missed  
with a right swing for the mark. He compen-  
sated, however, by his favourite body punch,  
and a rally followed, ending in a clinch.  
Smith landed several lefts on the dial and  
Newman administered some good short right  
half arm rib punching. Both men went to their  
corners dog tired.

## ROUND 6.

Brought two very weary men to their feet,  
and Newman was the first to get home with the  
same old punch on the ribs. Smith stopped  
a rush by Newman with a left on the nose and  
assumed the offensive, but his hits lacked  
vigour, while a right swing by Newman carried  
go steam. Both men were very disinclined to  
come together, and Newman glanced anxiously  
at the clock. The round closed tamely, both  
contestants welcoming the announcement of  
"corners."

## ROUND 7.

Was a repetition of the preceding round,  
consisting of weak exchanges.

## ROUND 8.

Smith showed up better in this round and  
found Newman's dial repeatedly with his left,  
while Newman managed to get home a couple  
of dexter digs on the ribs. Smith chopped  
Newman twice on the ear with his left and  
Sammy rushed Smith on to the ropes and smash-  
ed left and right on to his opponent's body  
with some of his earlier vim. Fierce shouting of  
"Foul" by some of the audience led the referee  
to stop the men, and two of Newman's seconds  
rushed the ring, but were promptly bridle-  
d by Christie. The referee should have at  
once awarded the fight to Smith, but he con-  
tented himself with ordering both men to their  
corners.

After about a two minutes' interval he took it  
upon himself to caution the men, on their  
lack of earnestness, and totally disregarding of  
their willing work in the earlier part of the con-  
test, told them he expected them to do better.

or worse he would declare the contest "a  
fight" or words to that effect.

ROUND 9.  
Had scarcely opened when the referee cau-  
tioned Newman for clinching. "We might here-  
mention for Mr. Waters' edification that the  
remedy for one man clinching is in his op-  
ponent's hands, as should be (the opponent)  
have both arms free; he is at perfect liberty  
to hit; it takes two men to constitute a clinch."  
The prolonged interval of rest had no appre-  
ciable effect upon the condition of the men, and  
short rallies maintained right through, Smith, if  
anything, having the better of the exchanges.  
"Corners" brought a very interesting round,  
save for the peccadilloes of the referee, to a  
close.

ROUND 10.  
Smith sent several stiff left jabs home on  
his opponent's mouth and these were really  
the only effective hits delivered during the  
three minutes, both men preferring to wait  
for an opening.

ROUND 11.  
A right jolt on the jaw by Smith pushed  
Newman's head back violently, and he fol-  
lowed it up by two right rib-benders. This  
appeared to wake Sammy up, and he delivered  
a stiff punch under Smith's heart. Smith  
replied with a left stab on the mouth and  
Newman rushed "Baby" across the ring  
but failed to land. A little sparring and  
Newman got home with a left and right on  
Smith's head. During a rally Smith sent  
Newman to the floor with a right half arm  
swing and "corners" sounded while he was  
down.

ROUND 12.  
Stiff in-fighting and Newman was sent down  
with a left jolt on the mark, and failing to  
come to time was counted out amidst very  
demonstrative applause, which testified to  
the popularity of the victory. The duration  
of the round was exactly 1 min. 45 sec.

## THE MIKADO'S BIRTHDAY.

Between 1 and 2 p.m. to-day Mr. M. Noma,  
Consul for Japan, was "At home" at his office  
in Prince's Building, in honour of the birthday  
of H. I. J. M. The Emperor of Japan. During  
this time a continuous stream of visitors passed  
in and out to congratulate the Consul on  
behalf of his Imperial master. Among those  
calling were the members of the Consular  
corps, and all the prominent Japanese and  
foreign merchants, while H.E. the Governor, Sir  
Matthew Nathan, H.E. Major General Villiers  
Hutton, and Commodore Dicken, were repre-  
sented by Captain Smith, A.D.C., Captain E. S.  
Ward, A.D.C., and Lieut. E. C. Batt, R.N. Sec-  
retary, respectively. During the reception Mr.  
Noma remarked that from latest advices re-  
ceived the Japanese troops were so near to  
Port Arthur that its fall might be expected at  
any moment.

MUSIC IN THE PUBLIC  
GARDENS.

It is with much pleasure that we are able to  
announce that, by kind permission of H.E. the  
Governor Sir Matthew Nathan, and the General  
Officer Commanding, H.E. Major-General  
Villiers Hutton, the Band of the 1st Sherwood  
Foresters will play in the Public Gardens from  
3.30 to 5.30 p.m. on Monday next, the 7th inst.,  
on Monday, December 5th, and on Monday,  
January 2nd. The public will no doubt ap-  
preciate the change, which, on many occasions,  
has been agitated for in the columns of the  
local press.

## RAUB G. MINING CO.

From a few remarks in Mr. Warnford Lock's  
monthly report on Raub, printed in these  
columns yesterday, the *S.F. Press* gathers that  
he is suffering from the results of a severe  
attack of official interference. There is ap-  
parently a boiler inspector in Pahang, whose duty  
it is to go about and see that none of the liege  
subjects of His Highness the Sultan—and  
especially none of the aliens that live within his  
borders—are endangered by the neglect of any  
European engineer or mine manager to keep  
his boiler in order. It is, of course, to the in-  
terest of the said European to go and live miles  
away in the jungle, on purpose to make use of  
an old boiler to blow up a few Chinese coolies  
or Malays, and the Government is deter-  
mined to stop this practice, bearing in mind  
the numerous boiler explosions that have  
taken place in the past. The boiler inspector's  
visit to Raub seems to have been eminently  
satisfactory to him. He stopped the mill for  
73 hours, he interfered with the sinking at  
Bukit Koman and checked the progress of  
the main shaft, and if the Company fortunately  
had not their electric pumping machinery at  
work, he would no doubt have succeeded in  
flooding the mine. The cost according to Mr.  
Lock, was \$699 in salaries, \$65 in fees,  
\$179.60 for labour, and \$58 for fuel wasted.  
The attack appears to have been a very aggra-  
vated one, and the cause not dissimilar to  
similar attacks from which ship-owners and  
others have suffered lately in Singapore. The  
remedy is for his superiors to rub it into the  
offending jack-in-office that he must display  
some common-sense, and a disposition to  
believe that non-Government engineers, mine  
managers, and commercial men are not such  
fools as they look.

## SHIPPING AND MAILS.

MAILS DUE.  
English (*Chusan*) 4th inst. at 6 a.m.  
Indian (*Lafang*) 7th inst.  
German (*Princess Alice*) 8th inst.  
German (*Preussen*) 9th inst.  
American (*Monticola*) 12th inst.

The s.s. *Atcham* left Shanghai daylight to-  
day, and is expected here on 6th inst.  
The P. & O. s.s. *Argonia* left Portland on  
29th ult. via Japan ports, and may be expected  
here on 10th inst.  
The O. S. S. Co. & C. M. S. N. Co.'s s.s.  
*Deucalion* left Victoria, B.C., for Japan and  
Hongkong on 24th inst.  
The C. P. R. Co.'s s.s. *Entrust* of Japan  
left Vancouver p.m. on 31st ult., for Hongkong  
via the usual Port of Call.

## THE WAR.

## THE WAR.

## JAPANESE OPERATIONS.

## AUGUST-OCTOBER.

Mr. M. Noma, Consul for Japan, has kind-  
ly forwarded to us the following telegram—  
Tokio, 2nd November, 1.30 p.m.

The headquarters at Tokio has issued a  
summary of official reports concerning the  
movements of the besieging army at Port  
Arthur from August 1st up to October 29th,  
of which the most important items are as  
follows:—

The army attacked the enemy at Takushan  
and Shiyankushan from the 7th to the 9th of  
August, and, repulsing them, we captured  
both places. On the 9th of August our  
Naval guns bombarded the environs of the  
city of Port Arthur and one shell apparently  
struck the *Ryukyu*, and another a steamer  
of about 2,000 tons displacement, sinking her.  
As a result of the severe fighting on the  
10th of August our right army  
attacked and repulsed the stubborn resist-  
ing Russians on the heights, and we gradually  
advanced our fighting line, together with out-  
sight and naval guns with good effect.

On the 22nd of August our central column  
occupied the west and east forts on Arrong-  
shan, after brave fighting.

Afterwards the enemy attacked and en-  
deavoured to recapture the forts, but were  
repulsed.

As a result of the severe fighting from the  
19th to the 26th September the army occu-  
pied the Kuropatkin forts, north-east of  
Shiyankushan and also captured four fortresses,  
south of Shiyankushan, as well as two gun em-  
placements, south-west of Shiyankushan.

On and after the 28th of September we  
bombed very often the enemy's war ships  
with our biggest siege and naval guns and  
we made considerable effect. Some of the  
enemy's ships caught fire owing to our shells  
bursting. It was particularly noticeable that  
three ships of the *Pollard*, *Perovskii*, and  
*Ryusaku* class incurred great damage from  
our shell fire. We also cut off the entire  
water supply of the enemy in the neighbour-  
hood of Kuropatkin fort. The enemy  
endeavoured to disturb our besieging  
movement in every quarter by throwing  
dynamite and by other means, but our  
works were gradually completed. On the  
16th of October we noticed that 13 shells  
from our siege guns pierced the forts on  
Shiyankushan. On the 16th of October the  
central army made an assault on the enemy's  
forts on Penchuanshan, a height to the  
south-east of Arrongshan, and the fortress  
situated on the side of Arrongshan, and after  
severe fighting for some time we completely  
occupied those places. In the engagement  
we captured a field gun, a smaller gun, and  
two machine guns. On the 24th of October  
we observed a fire breaking out in Port  
Arthur as a result of our bombardment. On  
the 25th of October shells from our naval  
guns struck a steamer of two funnels and  
three masts and sunk her. On the 26th of  
October we principally bombarded Shiyankushan,  
Arrongshan, Tonchikuanshan and  
North-east with our big siege and naval guns  
and 250 shells hit their marks. As a result  
of this cannonade the fort on Arrongshan was  
greatly damaged and one of the 15-inch  
guns on Shiyankushan fort was overturned  
and one other was greatly damaged. A  
gun on the north fort of Tonchikuanshan  
was completely destroyed.

Afterwards a detachment of our right  
army made an assault on Shiyankushan, whilst  
a detachment of the central army assaulted  
the forts on Arrongshan and on the south of  
Tonchikuanshan. Both armies occupied  
their objectives without receiving any great  
damage. On the 27th of October our  
bombardment resulted as follows:—  
A gun on the fort of Tonchikuanshan  
was broken and seven guns of different types  
on the forts of Arrongshan and Shiyankushan  
were either destroyed, damaged, or over-  
turned. There was also considerable dam-  
age done to the inner and outer works of the  
forts. The shells of the big siege guns,  
numbering 285, which all took effect on  
October 28, wrought considerable damage.  
As a result of this bombardment a field gun  
in the fort of Tonchikuanshan was destroyed  
and the magazine on the north of the fort was  
exploded. Two guns on Shiyankushan were  
also damaged. On 29th a gun over-  
turned and another was dismounted, whilst  
three others were damaged in no small way  
on the other forts. The old town of Port  
Arthur also caught fire. On October 29th  
the enemy attacked our forces on the road to  
Arrongshan, but were repulsed, after having  
suffered heavy loss. At the same time the  
enemy made a fierce assault upon our  
attacking forces on the road to Shiyankushan,  
by which a part of our army was lost; but  
the position was afterwards recaptured by  
the co-operation of our artillery. The  
attacking force on Arrongshan approached to  
the outer wall of the defences, and did con-  
siderable damage with their fire. On the  
north fort of Tonchikuanshan and the cas-  
emate on the east side great holes were made  
by shells. During the bombardment 130  
shells took effect and the assault gradually  
became favourable to our forces. Shells  
from the naval guns struck the magazine on  
Shiyankushan and exploded; it also  
destroyed three scouting boats, two of which  
caught fire.

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## Optim for China.

(From Our Own Correspondent.)

BOMBAY, 3rd November.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 1,100 chests of Malwa opium. Prices are as follows:—

Malwa (New) .. Rs. 1,020  
 (Old) .. 1,800  
 (Oldest) .. 1,860

The market is firm.

(Reuter's.)

## The North Sea Outrage.

LONDON, 1st November.

The Standard says that Board of Trade Commissioners, sent to the North Sea to examine into the damage done to the trawlers which have not returned, have ascertained that twenty suffered, some seriously.

## The Russian Baltic Fleet at Vigo.

The ships of the Russian fleet now at Vigo are the battleships *Kniaz Suvoroff*, *Dorodino*, *Orel* and *Imperator Alexander III*.

## Arbitration Treaty Between Great Britain and America.

President Roosevelt has announced that an arbitration treaty with Great Britain is being negotiated.

## Admiral Alexeeff Leaves Manohuria.

Admiral Alexeeff leaves Harbin to-day for Russia.

LATER.

## Great Britain and Russia.

All the Russian fleet has quitted Vigo, leaving four officers, for purposes of the investigation.

The whole of the British fleet is at Gibraltar, cleared for action. Apparently these proceedings at Gibraltar, which made a sensation in London and Europe, partook largely of the character of a demonstration.

Lord Lansdowne last night issued a statement that before the Russian Baltic fleet left Vigo, Russia had entered into an engagement that it would not interfere with neutral commerce.

## THE ORPHEUS SOCIETY.

A fairly enjoyable concert was given by the Orpheus Society in the City Hall last night before a small and select audience. The choir opened the performance with "The dream of J. J." which was well executed, time and technique being very easily and accurately managed, and, but for the smallness of the room, would have been a charming item. No. 2 was a quintette for 1st violin, Mr. F. C. Barlow, and violin, Mr. H. F. Hickman, viola, Miss Stillwell, Cello, Mr. P. L. Miller, and pianoforte, Mr. A. G. Ward. This was pleasing, and would have been more so but that there was just a thought too much piano in evidence. The third selection, "The Curfew," was good but was a somewhat dreary selection for this class of concert, though it showed the possibilities of the voices to perfection. Mrs. Gordon's rendering of Blumenthal's "Wally, Wally, up the Bank," was exceptionally good, while the glees "When Allen-a-dale" was fairly well rendered although the sopranos appeared rather too anxious to be heard, Johnson's "If thou wert Blind" as rendered by Mr. W. E. Schmidt was a very popular item and this singer, elicited a vociferous encore. The first part concluded with the choir's singing "The Silent Land," by Gaul. Part two opened with the part-song "Good-night, thou glorious sun," a pretty selection, but somewhat too strong for the hall's capacity, and was followed by another instrumental quintette, excellently interpreted. Then came "The Red, Red Rose," in which the sopranos, voices were markedly in evidence. Mrs. Maitland relieved matters next by her splendid delivery of "Daffodils a-blowing" which brought forth an undeniable encore, to which she responded with that pretty little chansonette "Cuckoo." The choir then rendered "Daylight is fading," which was succeeded by Mr. E. L. Miller with the Cello solo "Romance" by G. H. Edwards, and the singing of "Go bye-bye," by Mr. G. H. Edwards, brought the function to a close.

## A QUESTION OF SHIPPING SUBSIDIES.

The following letter, from Messrs. Behn, Meyer & Co. to the Editor of the *Singapore Free Press*, is printed in a recent number of that journal:—

DEAR SIR,—To do away once and for all with the story about the enormous subsidy paid by the German Government to German S.S. Lines, we beg to inform you that the Norddeutsche Lloyd is getting £300,000 a year for maintaining a fortnightly mail service to the East, a three-weekly mail service to Australia, and a six-weekly service between Singapore and New Guinea. No extra payments are made for carrying the mails. The P. & O. Co., we believe, is getting a postal subsidy of about £350,000 a year.

No subsidy whatever is paid to the Hamburg-America Line and the Deutsch-Australische S. S. Co., carrying about nine-tenths of the cargo between Germany and Straits Settlements ports, nor is any subsidy paid to any of Norddeutsche Lloyd's coasting lines.

We trust that for justice's sake you will find space for this letter in your paper.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council, was held this afternoon. Present: His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., Major General Villiers Hatton, (General Officer Commanding), Hon. F. H. May, C.M.G., (Colonial Secretary), Hon. L. A. M. Johnston (Colonial Treasurer), Hon. Capt. L. A. Birnes-Lawrence, R.N. (Harbour Master), Hon. P. N. H. Jones, (Director of Public Works), Hon. A. W. Brewin (Registrar-General), Hon. E. H. Sharp, K.C. (Attorney-General), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Gershom Stewart, Hon. W. J. Gresson, Hon. Wei Yuk, and Mr. S. B. C. Ross (Clerk of Councils).

The minutes of the last meeting were read and confirmed.

## FINANCE.

The Colonial Secretary brought forward financial minute No. 53, and moved that it be referred to the Finance Committee.

The Colonial Treasurer seconded and the motion was carried.

## TRE FELLING.

The Hon. Gershom Stewart said that the Hon. R. Shewan was unable to attend meeting, and he had been asked to represent him in regard to the questions standing in his name:—

How has the contract for felling trees and carrying away the wood been let? Is it for a lump sum or per picul?

If by the picul, is the weight being supervised and checked, and if so, by whom?

Why were not public tenders invited for it?

The Hon. Colonial Secretary replied, submitting the following answers:—

(1) In two ways, in the first, payments are made in an indefinite number of small instalments as the trees are selected and marked for felling by the Forest Officers. About two-thirds of the estimated annual output are being sold in this way. In the second a total pre-arranged sum is paid for all the mature trees in one block. About one-third of the estimated year's fellings have been disposed of thus.

(2) The timber is not sold by the picul but by superficial measurements which are made and supervised by Forest Officers and checked by the Superintendent of the Botanical and Afforestation Department.

(3) Tenders were publicly invited in Government Notification No. 50 (19th January, 1904), *Government Gazette* 1904, page 110. Two contracts were subsequently let without calling for tender as the first contractor could not handle the whole of the work.

The Hon. Gershom Stewart on behalf of the Hon. R. Shewan also gave notice of the following questions:—

With regard to Buoys and Lights will the Government take into consideration the advisability of having the present fairway marked at night by automatic Light Buoys?

Are not the present two small white lights in the Caputina Pass inadequate?

If they are, what steps have the Government taken to replace them by better?

## THE NEW PEAK TRAMWAY.

The Hon. Sir C. P. Chater C.M.G., in moving the second reading of the Bill entitled An Ordinance for authorising the construction of a Tramway within the Colony of Hongkong, said:—It was with great pleasure that he had to move the second reading of a Bill, which had for its purpose the making of a second tramway which would give access to the upper levels. It was not designed to compete with the existing tramway, but to assist the public in ascending to the upper levels by a more convenient route than that followed by the existing Company. The honourable member then explained the route proposed to be followed, and the stations the promoter was prepared to appoint wherever convenient to residents on the upper levels. The cars and machinery employed would be of the latest and best type. The promoter proposed to offer shares to the public, but at the same time was prepared to finance the whole work himself. By the provisions of the Bill it was stipulated that the scheme must be introduced by an unofficial member, and in undertaking to introduce the measure he felt strongly that it was one calculated to be of public value for three reasons. In the first place, when the present working tramway was completed, it created its popularity and success by degrees, and similar results would follow the construction of this new proposed line. In the second place, Caine Road used to be the favourite upper residential quarter, but as the Chinese were gradually getting up to that level, Europeans had been obliged to go higher up. In the third place, as matters stood there was but indifferent access to these higher levels, and they were dependent upon the mercies of the chair coolies, whom they had too frequently found both exacting and very fickle. The new line, he ventured to state, would do away with cross services, and would perhaps open other places on the higher levels yet. There was, he assured His Excellency, ample room for the new enterprise, and he ventured to prophesy that in the near future a third tramway would be proposed, giving access to the Magazine Gap District. He had faith in the development of the Colony, and did not hesitate to predict that this new enterprise would give remunerative traffic, and that without injury to existing traffic.

The Hon. Gershom Stewart said:—I rise to second the second reading of this tramway bill, and in so doing I take the earliest opportunity of stating what I have already told the promoter that my support is firstly and chiefly to the principle of the bill. In matters of detail I have an open mind, and I by no means assert that all the 128 clauses in this lengthy bill are perfect and incapable of improvement. I reserve to myself the right of accepting, or if need be of advocating, any alteration which after due discussion that may appear to improve the measure. I have no interest in either the old tram or the new except as one of the travelling public. I advocate the construction of the new line as a means of increasing mechanical transport is a public boon. Two of the greatest difficulties we have to contend with are the climate, and the question of transport. The mountainous nature of the island

makes assistance to locomotion very desirable at any time. The climate, for 9 months of the year makes it absolutely necessary to nearly all of us. We are too much dependent on our chair coolies and they know their value, make what they can out of our necessities. They are quite right in doing so, for there is a most arduous calling, but we should be entirely foolish if we did not endeavour by every means in our power to remove that yoke from off our neck as far as possible. It is usually supposed that the yoke is always on the neck of the coolie, but the ordinary householder who has many coolies to provide finds that he also has a heavy burden to bear. The whole of the residents of Caine Road, Robinson Road, Conduit Road and Queen's Gardens will be benefited by this tram and if a family can save 20 or 30 dollars a month it will be a very acceptable saving. It would go far to helping a man to educate one of his children. In advocating the new line, I by no means forget the debt we all owe to the old Company. This Company has done its work right well, and after surviving great difficulties during the early years of its existence has now emerged into an atmosphere of prosperity, it has carried us all with safety, regularity, and civility for many years, and we all owe a great deal to the old Co. It would be no ultimate good to the general public if the new Co. by being permitted to come to the Queen's road and plant its terminus at the door of the old company at the Peak, were to obtain such an advantage as to enable it to wreck the old company. In a few years we would be worse off than ever for the tendency of the traffic is to increase all the time. I fully believe that the Government would be doing what the community will cordially endorse if they meet in a sympathetic spirit any application they may receive from the old company for privileges to meet on fair grounds the new competition. If the Government were to allow the old Co. to come to the Queen's Road it would probably solve that difficulty and is a concession which justice and public convenience seems plainly to call for. If that is impossible, I think it only fair that we should protect the pioneer Co. from being invaded at Victoria Gap. A terminus at the Umbrella Seat would give the new company the whole of the Conduit Road, Robinson Road, and Queen's Gardens district, and the monopoly of the western half of the Peak, which under the circumstances seems a fair division. That the old Company did not at the time of its formation make a stipulation that no opposition line should be placed alongside of it for any 25 years, (which it might have obtained) is a matter which commends it to our consideration at the present juncture. It should not now suffer for its forbearance then. It is most probable that in the ultimate adjustment of the various interests involved the War Department will have a considerable say. It is comforting to know that we have a progressive and liberal-minded General Officer Commanding, who will I am sure help things along as far as possible provided that military efficiency is not interfered with. The Government will, I hope, be able to steer a middle course between undue protection of a vested interest and doing anything to deter other investors from undertaking a new and desirable enterprise. In leaving the matter in the hands of the Government (for it depends on the official vote whether this bill goes through or not) both Companies have shown wisdom for the Government accept a responsibility which I am sure they will discharge for the best of the public interest which is to have both tramways running in an efficient and contented spirit. Before we go into committee on this bill, it would help us to know whether the old company has applied for increased facilities and if to whether the application has met or is likely to meet with favourable consideration.

H.E. the Governor replying to the query involved said that old Peak Tramway Company had applied for leave to extend their line, and their request was under consideration.

The Hon. Attorney General then moved that the proposition be referred to the Law Committee.

The Hon. the Colonial Secretary seconded, and it was agreed to.

## IMMIGILES.

The Attorney General moved the third reading of the Bill entitled An Ordinance to amend the Immigrant Persons Introduction Ordinance, 1903.

The Hon. Colonial Secretary seconded and said that in seconding the motion for the third reading of the Bill, he would like to remind honorable members that on the third reading being proposed, the honourable member representing the Chamber of Commerce, dissented, thereby postponing the third reading of the Bill until that sitting. The ground on which he dissented was that the Bill excluded Chinese immigrants from the operation of the Bill, and His Excellency at the time explained that it was done to meet the views of the Chamber of Commerce. Since, by His Excellency's direction, he had addressed a letter to the Chamber of Commerce, in which he reminded them of the representation received from their former representative, Mr. H. E. Pollock, in which the Government were urged to exclude Chinese immigrants from the operation of the Bill. He also drew attention to the fact that their own representative on the Council had expressed a different view on the situation, and he (the speaker) asked what their wishes in the matter now were. He had received a reply that afternoon from the Chamber of Commerce that Mr. Pollock had acted on their instructions in endeavouring to exclude Chinese from the operation of the Bill, and that the Chamber still adhered to that view.

The Bill was then read a third time and became law.

## ST. JOHN'S CATHEDRAL.

The Attorney General moved the third reading of the Bill entitled An Ordinance to enable "The Trustees of Saint John's Cathedral Church in Hongkong" to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and China.

The Colonial Secretary seconded.

The motion was agreed to, without dissent.

His Excellency adjourned the Council sine die.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The following vote was recommended for adoption by the Council:—

## VICTORIA GAOL.

A sum of \$448.41 for house allowance for the period from 2nd September, 1903, to 25th October, 1904, to the assistant surgeon acting as Medical Officer of Victoria Gaol during the absence on leave of the substantive holder of the post.

It was agreed to, nem. diss.

## SHANGHAI RACES.

The results received yesterday, after we had gone to press, were kindly furnished to us by Mr. T. F. Lough, and are as follows:—

THE RACING STAKES.—One mile and a quarter. For China ponies that have never raced previous to 1st January, 1904.

Mr. Boxey's Marechal Niel Rose ..... 1  
 The Columbia Stable's Coriander ..... 2  
 Mr. Henry Maris's Adour ..... 3  
 Time: 2 min. 46 2-5 sec.

THE LAMA MIAU STAKES.—One mile and three quarters. For all China ponies.

Mr. Dryadon's Beancake ..... 1  
 The Ring's Amphion ..... 2  
 The Two O.B.'s Comanche ..... 3  
 Time: 3 min. 23 4-5 sec.

THE SVCE STAKES.—One mile and a quarter. For China ponies being bond fide griffins at date of entry.

Mr. Stubbs's Athol ..... 1  
 Mr. Copenhagen's Nares ..... 2  
 Messrs. Common & Robson's Gratitude ..... 3  
 Time: 2 min. 48 2-5 sec.

THE SICCAWEI PLATE. One mile and a quarter. For all China ponies.

Mr. Bruce Robertson's Gaddy ..... 1  
 Mr. Wingard's Algerine ..... 2  
 Mr. Willis E. Gray's Massasoit ..... 3  
 Time: omitted.

## TO-DAY'S RESULTS.

THE COSMOPOLITAN CUP. One mile and three-quarters. For all China ponies.

Minheimer ..... 1  
 Argane ..... 2  
 Comanche ..... 3  
 Time: 4 min.

THE RACE CLUB CHALLENGE CUP. One mile and a quarter. For China Ponies, Griffins at date of entry. To be won at two consecutive meetings or three times in all by ponies the bond fide property of the same owner or owners.

Rhone ..... 1  
 Salem ..... 2  
 Algeon ..... 3  
 Time: 4 min.

THE FLATWAY PLATE. Seven furlongs. For China ponies that have run at this meeting.

Coriander ..... 1  
 Zodiac ..... 2  
 Rosa ..... 3  
 Time: 1 min 50 3-5 sec.

## CHINA BORNEO CO.

AN IMPORTANT DEVELOPMENT OF ITS BUSINESS.

The advertisement of the new shipway at San'takan, which appeared in our issue of the 1st October, for the first time, marks a great stride in the ship-building and repairing trade of North Borneo, says the *North Borneo Herald*, of 17th ult.

We have obtained the following particulars from Mr. R. W. Dale, the engineer in charge of the China Borneo Company's ship-building and engineering department.

The shipway, which has been constructed by the China Borneo Company to the designs of Mr. Dale, is situated on the shore to the West of Fort Fryer, near where the old Sandakan Pier used to stand. The site is a most favourable one for the purpose in hand, owing to the unusual depth of water, at a short distance from high water mark, which will allow ocean steamers to come alongside the pier on which will be erected a 15-ton crane shortly expected from England.

The cradle is capable of accommodating vessels of 140 feet long and 400 tons displacement.

On arriving at a yard, which covers two acres, we were taken by Mr. Dale to the slip the details of which and the system of haulage were carefully explained.

The cradle consists of a framework 145 feet long and 25 feet wide, to which are fixed iron rollers, which run upon steel rails, the rails being supported by rail bearers of Billian which (in turn) rest upon cross sleepers of Billian. A foundation of rubble stone and at some places solid rock support the sleepers.

The inclination from the engine house to the bottom of the ways is of one in twenty-nine; and to draw the cradle with its load up this incline, a powerful hauling gear is provided, worked by an engine of 50 horse power. The method of hauling is of the wire rope system, the rope which has a breaking strain of not less than 120 tons being coiled upon a large drum.

The work in connection with the laying of the lower portion of the foundation below low water mark, has been a matter of great care and anxiety to Mr. Dale. A cofferdam had to be erected for this portion of the work to keep out the sea water. The dam consisted of a double lining of 12" x 3" planking, suitably supported and spaced from 2 ft. to 3 ft. apart according to depth, the space between being rammed with blue clay, which was obtained from Bam Hill half a mile away, and which proved exceedingly effective in keeping out the sea when the dam was pumped dry. Owing to the sea bed on the Sandakan side of the dam being composed of coral, it was found impossible at the lower end of the dam to keep the dam dry at high tides, the sea breaking through on a few occasions far below the structure of the dam; it was then decided to flood the place to a certain extent, during high tides.

This led to nightwork and stoppages during the day, which have prolonged the completion of the work considerably. Another difficulty met with was the unexpected presence of fresh

water springs, which were stopped as the excavation proceeded.

Two centrifugal pumps were employed to pump the dam and keep it dry. The larger pump (formerly used on the dredger) being a twelve-inch one, and capable of throwing 700 tons of water per hour, the smaller one was kindly lent for the occasion by a prosperous local firm.

From the slip Mr. Dale conducted us over the workshops, which appeared to be fitted with every appliance required in a ship-building yard, a noticeable feature in the smithy being a steam hammer capable of welding an eight-inch shaft.

The present slip is capable of taking up only one vessel at a time, but the engineer is now arranging to adopt a method, by which the single set of hauling gear and cable can be made to haul up two vessels, i.e., the first vessel is drawn up and then lifted by hydraulic power from the cradle, and placed upon a siding, leaving the cradle free to descend the way to take up another vessel.

With their present yard and plant the China Borneo Company will now be able to undertake the construction of far larger vessels than formerly. The great advantage of building a ship in North Borneo is that the timber used is not only of excellent quality for ship-building purposes, but it is cheap, and shipowners may rely upon obtaining strong sections, frames, keelsons, etc., unobtainable where timber is dear. We are glad to say that up to the present, all the boats built in our Sandakan yards have obtained a character for strength, which we understand is well deserved and which we have no doubt will be maintained by the China Borneo Company.

## MASTER OF THE SEA.

("Express" Special Correspondent.)

Paris, Thursday, 15th Sept.

"Do you not think it probable, Cavaliero Pino, that in a short while you will become the richest man alive?"

It was the first question that I put to the inventor. Pino lately has been a much-sought-after and a seldom-seen individual. The fame of his inventions—his hydroscope, which allows him to view the bottom of the sea at any depth, and elevator, which allows him to raise any sunken object by the power of compressed air—spread far abroad after the first account of them appeared in the "Express" some time ago.

Then at once shoals of letters poured upon him: people sought him out in Italy from all parts of the world. Editors craved articles; salvage companies, pearl fishers, sponge fishers, and fishermen proper clamoured for the right to use his invention. One Englishman offered Pino £5,000 for the use of his hydroscope for a limited time off the Northumberland coast. An Italian newspaper offered to pay the price of a new hydroscope—some £2,000—if only a reporter might be allowed to investigate and describe the work in Vigo Bay. But Pino refused to hear any one.

Only when business called him to Paris the other day did he remember to send a telegram to the writer making an appointment in fulfilment of an old promise.

## UNTOLED WEALTH.

He did not answer at once when I asked the harvest of wealth he might reap by nature he is the most unassuming of men. Then he said:—

"The answer must depend somewhat on the concessions that I am able to gain. Sea treasure is not common property; every sunken ship has an owner somewhere. But if I have luck, if no mistakes are made in my business arrangements, I answer, Yes, I think I shall become the richest man. For I am certain of the power of my instruments; I am convinced that I hold the secret not only for finding all the treasures of the sea, but for recovering them also.

"At Vigo alone," he went on, "twenty-eight million pounds' worth of gold and silver is to be picked up with the Spanish treasure fleet that sank there in 1702. So the Spanish Government estimates. To recover this is the beginning, but not the end of my work.

"My business manager, Dr. Carlo Iberti, has made contracts with the Spanish officials, giving us the right to seek for lost treasure in five other places—Trafalgar among them. Then we are thinking of sending an elevator quite soon to Port Arthur to raise the ironclads lost there, valued even now at £20,000,000, I am told. Then, when I consider the fish in the sea that my hydroscope can reveal to us, the pearls, the coral banks, the sponges—when I remember the three ships, one big and two small, that go down in the world's waters every day—I confess I can see no limit to future possibilities.

"But at present the treasure fleet at Vigo is our one aim."

## THE VIGO GALLEONS.

Then Pino went on to describe how in April last he set sail from Italy to Vigo on his fine steamer, the San Clemente. On board was the first big hydroscope—a beautiful instrument that had just been built to the order of the Italian company that has floated his inventions. Several smaller hydrosopes were on board, too, and a number of elevators, for these are very simple machines. Accommodation was found for a crew of forty-five picked men.

Arrived at Vigo, no time was lost in getting to work. Under the eyes of a warship, which watches the search on the Spanish Government's behalf, for the State is to receive 20 per cent. of all treasure recovered, the preliminary survey work has been going steadily forward since the beginning of May. And the work has prospered, for nine of the ancient galleons already have been identified.

Of course, long before the search actively began, every known fact concerning the treasure ships had been collected for Cavaliero Pino. There is not a scrap of evidence in Spain bearing on the history of Vigo Bay that has not been sifted by Dr. Carlo Iberti, the manager of Pino's company. He learnt the whole story of the lost treasure fleet, the names of the ships and their captains, and the amount of the treasure and the number of guns each carried.

## BAFFLED BY SAND.

Had the waters of Vigo Bay been clear instead of sandy, Pino's great hydroscope would have discovered the ships long since. For the lenses of this sea telescope reflect all the objects in clear water within a wide range, at whatever depth. Even after the hydroscope

had revealed a tell-tale mast projecting from the sea-bed, or the corner of a wooden bulwark, it was slow business clearing away the sand to make measurement and survey. Special instruments had to be employed, for the sand rises in clouds when divers descend, obliterating their view. In these circumstances, Pino wisely decided against any premature attempt to raise a galleon, until the preliminary survey work had been completed.

At the present moment, while this general survey goes forward, a separate search party is seeking to locate one of the ships known to have been sunk in clear water. Probably she could be raised with far less difficulty than could the others, and if all goes well, and she is successfully discovered by the hydroscope and raised by the power of the elevator, then a grand assault will be organised on the other identified ships, and every effort will be redoubled to secure the treasure.

"I seek to find the easiest task to begin upon," said Cavaliero Pino, having explained the situation. "Which task once accomplished, we shall know how to overcome the difficulties of the other cases. We have made a very good beginning, and I am more than satisfied, and more hopeful than ever."

Pino has the most implicit confidence in his companion inventors for exploring the sea. Should he be successful at Vigo Bay as he hopes, and should a few of the millions of money lying beneath the waves pass into his pocket, he will become a power in the world that will cause a good many peaceful revolutions. If his hydrosopes do nothing more than to make fish the cheapest and commonest of all foods, that will be something.

## Today's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 5th November, 1904, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A GREAT ASSORTMENT OF JAPANESE CURIOS,

Comprising—

OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD AND SILVER CLOISONNE WARE, SILK EMBROIDERIES, OLD BRONZE CUT-VERVET PICTURES, SILK EMBROIDERED SCREENS, KAKEMONOS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 3rd November, 1904. [1196]

## THE DAIRY FARM COMPANY, LIMITED.

OFFICE AND DEPOT:—WYNDHAM STREET. KOWLOON BRANCH:—57, ELGIN ROAD. FARMS AT POKFULUM.

## FRESH DAIRY PRODUCE.

MILK, per Small Bottle ..... 12 Cts.  
 Sterilized Milk, per Quart Bottle 60 "  
 Cream, per Pint ..... 50 "  
 Butter Milk, per Small Bottle ..... 50 "  
 Fresh Dairy Butter, per Pat ..... 50 "  
 Australian Fresh Butter, per lb ..... 70 "  
 Australian Cooking Butter, per lb ..... 55 "  
 Coulommier Cheese, each ..... 30 "  
 The Farms are wholly under European Management and Supervision.  
 Hongkong, 3rd November, 1904. [1195]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

SHEIKH, British steamer, Captain C. Jones.—Dodwell & Co., Ltd., Agents.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	13th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	20th November.
GLASGOW and LIVERPOOL	"KEEMUN"	28th November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES and LONDON	"ULYSSES"	5th November.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	12th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, MARSEILLES & L'POOL	"DARDANUS"	20th December.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	30th November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd November, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	4th November.
SAMARANG and SOERABAYA	"SHANTUNG"	7th "
MANILA	"TEAN"	8th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	16th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd November, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	AMOI and MANILA	ATURDAY, 5th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	ATURDAY, 12th Nov., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 1st November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bahle	November 19th, 1904.
"ARAGONIA"	5,198	Schuldt	December 13th, "
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 23th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION  
TRIP TO MACAO, on EVERY SUNDAY,  
leaving the Company's wharf at the end of  
Wing Lok Street, at 8.30 A.M., and returning  
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.  
Persepolis wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00  
Return " \$5.00, " \$5.00  
Tiffin and Dinner may be had on Board  
at \$1 each meal.

YUK ON & Co., LD.

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50 "

Meals.....1.00 each.

The steamer's wharf is at the Western end of  
Wing Lok Street.

YUK ON S.S. Co., LD.

No. 216, Wing Lok Street.

WENDT & Co.,  
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric  
Light. First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309...J. P. MARTIN.

"KWONG TUNG".....1,338...H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4  
Meals.....(Each) 1

The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days about 2 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the  
following rates.—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single,  
50 cents, Return, 30 cents; 50 cents.

TIPPIN and DINNER can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$1.

On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.

First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.

The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 3rd November, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG, CO-  
LOMBO, BOMBAY, KARACHI, ADEN,  
SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils,  
to South Africa, Persian Gulf, Red Sea,  
Black Sea, Levant, Venice and  
Adriatic Ports).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as  
above, on FRIDAY, the 25th instant, P.M.

For information as to Passage and Freight,  
apply to

SANDER, WIELER & Co.,

Agents.

Princes' Buildings.

Hongkong, 1st November, 1904.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

1904. About

"ST. HUGO".....13th November.

"SHIMOSA".....18th December.

For Freight and further information, apply  
to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 21st October, 1904.

AMERICAN ASIATIC STEAM-  
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"RAS ISSA,"

Captain R. Porrett, will be despatched for the  
above Port, on January 20th, 1905.

For Freight, apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 1st November, 1904.

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as  
above TO-MORROW, the 4th instant, at 4 P.M.

This Steamer has Superior Accommodation  
for First-class Passengers, and is fitted through-  
out with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 3rd November, 1904.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Olifant, will be despatched for the  
above Ports, on TUESDAY, the 8th instant,  
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 1st November, 1904.

Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
SIAM, GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Mowford, R.N.R., carrying His  
Majesty's Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 5th November,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. Oceana, 6,610 tons, from Colombo. Passen-  
gers' accommodation in which vessel is secured  
before departure from Hongkong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Egypt,  
due in London on the 18th December, 1904.

Parcels will be received at this Office until 1  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 22nd October, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Texas.....8,615 G. D. Morrison Ab. Dec. 17

Trenton.....9,606 T. W. Garlick, Jan. 10

Lyra.....4,417 G. V. Williams, Feb. 9

Pleiades.....3,753 F. G. Purinton, Mar. 4

† Cargo only.

Steamers marked (\*) have no second-class  
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable  
steamer for Manila.

Trenton.....9,606 T. W. Garlick, Abt. Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Trenton  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & Co., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 29th October, 1904.

SAVARESSE'S  
SANDAL  
CAPSULES

Efficient because absolutely pure.  
English Glycerine and  
Full Directions. All Chemists.

SAVARESSE'S

Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP  
AND LONDON.

THE Steamship

"MONMOUTHSHIRE,"

Captain C. E. Warner, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon and stored at Consignees'  
risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 8th inst. will be subject  
to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 8th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 1st November, 1904.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC."

The above Steamer having arrived, Consig-  
nees of Cargo are hereby requested to send in  
their Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding discharge and undelivered  
by TUESDAY, the 1st proximo, at 5 P.M.,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 31st October, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., or S.S. Persia.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
2 P.M. TO-DAY.

Goods not cleared by the 3rd proximo at  
4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees'  
and the Company's representative at an  
appointed hour.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th October, 1904.

Intimations.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 21st October, 100 cts. per 5 lbs.

## BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa	17
Corneal—Ham Ngau Yuk	17
Roast—Shiu	17
Breast—Ngau Lam	17
Soup, Tong Yuk	18
Steak—Ngau Yuk	18
Serjain—Ngau Lau	26
Sausages—Ngau Yuk	26
Pullock's Brains—Known	26
Tongue fresh—Ngau Li	45
Corneal—Ham Ngau Li	55
Head—Ngau Tam	55
Heart—Ngau Sun	19
Hump, Salt—Ngau Kin	19
Feet—Ngau Kork	8
Kidneys—Ngau Yiu	8
Tail—Ngau Mei	16
Liver—Ngau Con	9
Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai-tau-keok	75
Mutton Chop—Yeung Pai Kwat	24
Leg—Yeung Pei	24
Shoulder—Yeung Shau	24
Pigs' Chittlings—Chi cheong	16
Brains—Chi Kwok	12
Feet—Chi Kerk	12
Fry—Chi Chak	12
Head—Chi Tam	15
Heart—Chi Sum	15
Kidneys—Chi Yiu	7
Liver—Chi Kon	24
Pork Chop—Chi Pai Kwat	24
Corneal—Ham Chu Yuk	1
Leg—Chu Pei	24
Fat or Lard—Chu Yau	17
Sheep's Head and Feet—Yeung Tau	50
Keok	50
Heart—Yeung Sum	6
Kidneys—Yeung Yiu	12
Liver—Yeung Con	22
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sung Ngau Yau	17
Mutton—Sung Yeung Yau	22
Veal—Ngau Chai Yuk	18
Sausages—Ngau Chai Yuk Tong	15

## POULTRY.

Chickens—Kai Chai	28
Capon, Large, Small—Sin Kai	30
Ducks—An	20
Doves—Pan Kau	15
Eggs, Hen—Kai Tan	24
Fowls, Canton—Kai	15
Hainan—Hoi Nam Kai	28
Geese—Ngor	24
Geese, Wild Shanghai—Sheung Hoi Ye	24
Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	—
Partridge—Che Khou	70
Pheasant—Shan Kai	pair
Pigeons—Canton—Pak Kup	each
Hoihow—Hoihow Pak Kup	25
Quail—Um-Ghun	70
Rice Birds—Wo Fa Cheuk	dozen
Spine—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	60
Hen—Na	45
Wild Ducks, Shanghai, Si-ap	pair
Teal, Shanghai, Si-ap	each
Wild Ducks, Canton—Sung Shing Sui	—
Ap	per pair

## FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	14
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	10
Catfish—Chik Yu	10
Codfish—Mun Yu	10
Crabs—Hoi	9
Cuttle Fish—Muk Yu	12
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	14
Dog Fish—Tui Tai	8
Eels, Congor—Hoi Man Yu	13
Fresh water—Tam Sui Yu	13
Yellow—Wong Sin	24
Frogs—Tien Kai	32
Garoupa—Sek Pan	45
Gudgeon—Pak Kup Yu	10
Herring—Tao Pak	10
Halibut—Cheung Kwan Yu	16
Wharab—Wong Fa Yu	9
Loach—Wu Yu	9
Lobsters—Lung Ha	18
Mackerel—Chi Yu	18
Monk Fish—Mon Yu	24
Mullet—Chai Yu	10
Oysters—Sang Hoo	—
Scallops—Kai Kung Yu	14
Perch—Tan Loo	9
Pike—Fa Paw Poong	19
Plaice—Pan Yu	14
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	28
Prawn—Ming Ha	48
Ray—Pei Pa Sa	14
Rock Fish—Sek Kau Kung	14
Roach—Chun Yu	10
Salmon, (Cton), fresh water—Ma Yau	—
Shark—Ba Yu	28
Skate—Po Yu	9
Shrimps—Ha	24
Snapper—Lap Yu	18
Soles—Tan Sa Yu	24
Tench—Wan Yu	14
Turbot—Cho How Yu	18
Turtles, small, fresh water—Keok Yu	70
White Bait—Ngau Yu Chai	—

## FRUITS.

Almond—Huang Yau	20
Apples, (California)—Kam San Ping	20
Ko	20
(Chesof)—Tin Chun Ping	20
Ko	10
Small—Hoi Tong	—
Mustard—Fan Lai Chi	each

## Bananas, fragrant, Canton—Sang Sheng

## Heung Chiu

## (brides), Macao—Sin Heung Chiu

## Chestnuts, Chinese—Fong Lut

## Carambola—Yeung Tou

## Cocoanuts—Yeh Tsz

## Grapes—Sin Tai Tsz

## Lemons, China—Ning Moong

## Amer—Kam Sin Ning Moong

## Lichees, Dried—Lai Chi Con

## Fresh, Lai Chi

## Limes, (Saigon)—Sai Kung Ning

## Moong

## Mango, Manila—Lui Sing Moong

## Mango, Saigon—Sai Kung Moong

## Mangosteens, San Chuk Tsz

## Oranges, (Canton)—Sang Sheng Tim

## Chang

## Small—Tai Kut

## Mandarin—Tim Kut

## Olives—Pak Lam

## Pears, (American)—Kam San Shui Li

## (Canton), Cooking—Sa Li

## (Shanghai)—Sheung Hoi Li

## Peanuts, (Fa Sang)

## Persimmons Large, Hung Chie

## Pine-apples, 1st quality—Sheung Poon

## Ti Paw-law

## 2nd cooking—Chung-tang

## Paw-law

## Platans—Tai Chen

## Plums, Swatow—Hung Lai

## Pumelo, Siam—Chim Lo Yau

## Walnuts, Hop Tou

## Green—Sang Iop Tsz

## VEGETABLES, &amp;c.

## Artichokes, Shanghai—Sheung Hoi Ah

## Chi Chuk

## Beans, (French) Macao—Oh Moon Pin

## Tau

## Beans, (French), Shanghai—Sheung Hoi

## Pin Tau

## Beans, Sprout—Ah Choi

## Beans Long—Tau Kok

## Beet Root—Hung Chai

## Brinjals, Green—Cheng Yuen Ker

## Brinjals, Red—Hung Ker

## Brassica—Pak Choi

## Bamboo Shoots—Hok Shun

## Cabbage, Chinese, com.—Kai Choy

## Cabbage Root—Kai Lan Tau

## Cabbage, (Shanghai)—Yeh Choi

## Cane Shoots, hunch—Kai Shun

## Cauliflower, Large size—Tai Yeh Choi

## Fa

## Cauliflower, Medium size—Cheung Yeh

## Choi-fa

## Cauliflower, Small size—Sai Yeh Choi-fa

## Cattails—Kam Shun

## Celery, Chinese—Tong Kan Choy

## Celery, English—Yeung Kan Choi

## Celery, White—Pak Yeung Kan Choi

## Chilies Dried—Cnn Lai Chiu

## Red—Hung Fa

## Green—Cheng Lai Chiu

## Curry Stuff, English—Ka Lee Choi Liu

## Cucumbers—Cheng Kwa

## Ritter Squash—Fu Kwa

## Garlic—Suen Tau

## Ginger, young—Sun Tsz Kung

## old—Lo Keung

## Horse Radish, Shanghai—Lik Kan

## Indian Corn—Suk Mai

## Lettuce—Yeung Sang Choi

## Water Chestnuts—Ma Tai

## Mandarin—Kwei Lam Ma Tai

## Mushrooms Fresh—Sung Cho Kho

## Onions, Bombay—Yeung Chung Tau

## Green—Sang Chung

## Shai—Sheung Ioi Chung Tau

## Japan—Yat Poon

## Okroes—Mo Ker

## Parsley, English—Yeung Yu Sai

## Garden Pea

## Green Peas—Cheng Tau

## Potatoes, Sweet—Fan Shu

## Shanghai—Sheung Hoi Shu

## Tsal

## Japan—Yat Poon Shu Tai

## American—Fa Ki

## Focchow—Fok Chau Shu Tai

## Macao—Oh Moon

## Pumpkin—Toong Kwa

## Radish—Hung Lo Pak Tai

## Rhubarb

## Shalots—Con Chung Tau

## Spinage (Chinese)—Paw Choi

## Spinage—Yin Choi

## Tomatoes—Fan Ker

## Taro—Wu Tau

## Turnips, Pun-ti (Long)—Low Pak

## Laitang

## Kish

## Manica

## Glenturret

## Princess Alice

## Preussen

## Arabia

## Mongolia

## Emp. of Japan

## Massapequa

## Aragonia

## SAILING VESSELS.

## E. B. Sutton, Am. ship, 1,639, Johnson, 10th

## July, Cheloo 20th June, Ballast—Order.

## Erie T. Ray, Am. ship, 918, Karien, 6th Aug.

## Manila 20th June, Timber—Order.

## Halaban, for Amoy.

## Wanpoo, for Shanghai.

## Kirkles, for Sourabaya.

## U. S. Dollar, for Moji.

## Per Larier, from Saigon—152 Chinese.

## Per Barneo, from Sandakan—Mr. Turnbull,

## Miss Okina, 1 Japanese Lady, and 128 Chinese.

## Shipping Report.

## Str. Benmore from London—Light Ely

## wind, smooth sea to Paracel Island, strong

## monsoon and high sea from thence to port.

## Str. Shahada from Saigon—Fine weather

## and light winds to Paracel, thence to port

## strong winds, thick rainy weather, and heavy

## head sea.

## Str. Barneo from Sandakan—In the Sulu

## Sea light Nly winds (light sea), and during the

## China Sea N.E. trade wind (3-4), according sea

## and N.E. swell (heavy).

## Str. Larier from Saigon—Heavy rains,

## strong wind S. to Cape Padaran, from thence

## to Paracel Island very heavy Sly swell, light

## wind, from thence to port high head sea, strong

## gale of wind N.E.

## Vessels in Port.

## STEAMERS.

## Agincourt, Br. s.s., 2,876, Worsnop, 3rd Oct.

## Hainan 1st Oct., Ballast—Order.

## Andre Rickmers, Ger. s.s., 1,020, H. Koha,

## 1st Nov.—Bangkok 23rd Oct., Rice and

## Rice-meat—M. &amp; Co.

## Belgian King, Br. s.s., 2,151, Hayton, 22nd

## Oct., Kutchinotzu 10th Oct., Coals—D.

## C. &amp; Co.

## Castor, Nor. s.s., 774, John Marten, 2nd Nov.

## Cardiff 10th Sept., Coals—Order.

## Chunshan, Br. s.s., 1,121, B. S. Lawlor, 29th

## Oct., Saigon 24th Oct., Meal—B. &amp; Co.

## Dardanus, Br. s.s., 2,092, J. Milhench, 2nd

## Nov.—Singapore 27th Oct., Gen.—B. &amp; S.

## Empress of India, Br. s.s., 3,031, R. Archibald,

## R.N.R., 26th Oct.—Vancouver, (H.C.) 3rd

## Oct. and Shanghai 23rd, Mail and Gen.

## C. P. R. Co.

## Gaelic, Br. s.s., 2,691, W. Finch, R.N.R., 29th

## Oct., San Francisco 1st Oct., Honolulu

## 8th, Yokohama 21st, Kobe 22nd, Nagasaki

## 24th, and Shanghai 27th, Mail and Gen.

## J. &amp; O. S. S. Co.

## Gregory Apar, Br. s.s., 2,261, J. G. Olifent,

## 31st Oct., Calcutta via Penang and Singa-

## pore 26th Oct., Gen.—D. S. &amp; Co., Ltd.

## Haitian, Br. s.s., 1,183, J. S. Roach, 2nd Nov.

## Focchow 30th Oct., Amoy 31st, and

## Swatow 1st Nov., Gen.—D. L. &amp; Co.

## Hanoi, Br. s.s., 725, P. Merles, 2nd Nov.

## Haiphong and Hoihow 1st Nov., Gen.—A.

## R. M.

## Hinsang, Br. s.s., 1,536, W. E. Sawyer, 24th

## Oct., Sourabaya 13th Oct., Sugar—J. M.

## Kansu, Br. s.s., 1,421, W. Buddley, 1st Nov.

## Canton 31st Oct., Gen.—B. &amp; S.

## Lisa, 31st Oct., 998, H. Hornad, 30th Oct.

## Moji 24th Oct., Coals—M. B. &amp; Co.

## Loongang, Br. s.s., 1,093, G. S. Weigall, 31st

## Oct., Manila 28th Oct., Gen.—J. M. &amp;

## Co.

## Machew, Ger. s.s., 1,890, H. Harjes, 2nd Nov.

## Bangkok 23rd Oct., and Swatow 1st Nov.

## Rice and Lumber—B. &amp; S.

## Muthide, Ger. s.s., 678, G. Schalkier, 31st

## Oct., Tourane 26th Oct., and Hoihow

## 26th, Coal and Gen.—J. &amp; Co.

## Mercedes, Br. s.s., 3,000, G. S. McGregor, 30th

## Oct., Wei-hai-wei 23rd Oct., Ballast—

## Naval Stores Office.

## Monmouthshire, Br. s.s., 4,266, G. E. Warner,

## 1st Nov., Singapore 26th Oct., Gen.—S.

## T. &amp; Co.

## Petrarch, Ger. s.s., 1,252, C. Ahrens, 26th

## Oct., Saigon 21st Oct., Rice—Chinese.

## Pisanulok, Ger. s.s., 1,268, C. Fuchs, 29th Oct.

## Bangkok 21st Oct., Gen.—B. &amp; S.

## Rubi, Br. s.s., 1,611, R. W. Almond, 31st Oct.

## Manila 29th Oct., Gen.—S. T. &amp; Co.

## Kutchinotzu 25th Oct., Coal—D. &amp; Co.,

## Ltd.

## Sofala, Br. s.s., 2,260, Shephard, 22nd Oct.

## Moji 16th Oct., Ballast—J. M. &amp; Co.

## Sungking, Br. s.s., 1,021, R. Robinson, 1st

## Nov.—Cebu 28th Oct., Gen.—B. &amp; S.

## Taishan, Br. s.s., 1,121, A. Jones, 27th Oct.

## Saigon 22nd Oct., Rice and Meal—B. &amp;&lt;/

## Intimation.

## CHAZALON &amp; CO.

WINE AND SPIRIT MERCHANTS,  
AND  
GENERAL STOREKEEPERS,  
(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

## EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rose.
- 3 " " Pommard (Superior-Burgundy).

at the exceptional price of \$12 per case.

## CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Impérial	Moët & Chandon	50 " " "

## ALSO TRY OUR

## BLACK and WHITE WHISKY.



## -PRICES-

BUCHANAN BLEND \$12.50 per Case. BLACK and WHITE \$16.50 per Case.  
ROYAL HOUSEHOLD \$20.50 per Case.

## ARQUEBUSADE WATER

OF THE  
HERMITAGE OF THE MARIST BROTHERS;  
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

## USE OF THE ARQUEBUSADE WATER.

**INTERNALLY.**—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

**EXTERNALLY.**—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

## PRICE:

The Litre ... .. \$5.00  
The Half-Litre ... .. 2.50

CHAZALON &amp; CO.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	\$695 sales (London £694)
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	\$39
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	\$255 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,348 \$121,385 Tls. 800,000 Tls. 31,850 \$1,850,000 £20,000	Nil.	\$4 for year ended 30.4.1903	\$61
North China Insurance Company, Limited	10,000	£15	£5	Tls. 217,119	Tls. 217,119	Final of 4/- making 14/- for 1903	Tls. 80 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$372,749 \$803,111 \$846,773 \$700,000 \$37,794 \$1,000,000	\$2,078,997	\$35 for 1903	\$630 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,075 \$2,561 \$1,170,288	\$486,284	\$12 for 1902	\$150
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,075 \$2,561 \$1,170,288	\$329,047	\$6 dividend & \$1 bonus for 1902	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$125,075 \$2,561 \$1,170,288	\$371,110	\$22 1/2 for 1902	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$185,000 \$250,000 \$600,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	none	\$16,362	\$14 for first half-year 1904	\$30
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$3.378	\$131
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	Tls. 50 buyers Tls. 49 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of 1/- (Coupon No. 4) for 1903	23/6 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$40,000 \$60,000 \$15,093 \$400,000 \$1,275 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614	£19,555	\$1.80 & b. 40 cts for year ending 30.4.04 \$0.90 & b. 20 cts.	\$40
"Star" Ferry Company, Limited	10,000	\$10	\$5	none	\$1,287	\$5 for 2nd & 4-year making \$13 for 1903	\$150 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	none	\$33,648	Interim of Tls. 14 for 1904	Tls. 30
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	none	Tls. 865	Interim of Tls. 14 for 1904	Tls. 30
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	\$235 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	\$6
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	Tls. 60 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	Tls. 64 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	\$64 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,852 \$59,989 \$250,000	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
DOCKS, WHARVES & GODOWNS.							
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Interim of \$24 for 1904	\$115
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$15,500	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	\$222
Howarth Erskine, Limited	12,000	\$100	\$100	\$29,026	\$29,026	\$10 div. & \$24 bonus for 1903/4	\$210 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$10 div. & \$24 bonus for 1903	\$190 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$7 dividend	\$110
Do. (Preference)	2,750	Tls. 100	Tls. 100	Tls. 100,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	Tls. 176 buyers
S. C. Farman, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 100,000	Tls. 48,153	Interim of Tls. 4 for 1904	Tls. 145 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 48,710	Tls. 22,895	First year	Tls. 1424 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	\$240 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	Tls. 190 sales
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,089	\$24 for year ended 30.6.1904	\$29 sales
Astor House Hotel, Limited (Tientsin)	20,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	\$100,000 \$11,824 \$30,000	...	Interim of Tls. 2	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824	\$11,668	\$5 for first half-year 1904	\$137 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	\$148 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	Tls. 20 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607	\$9,177	90 cents for 1903	\$124 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	\$39 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	Tls. 120 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	Tls. 34 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$14 for 1904	\$59 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 28 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$23,862	50 cents for the year ending 31.7.04	\$104 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898	Tls. 20 sales
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	Tls. 324 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	Tls. 150
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	\$100
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	Tls. 65 buyers
MISCELLANEOUS.							
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	\$134
Bell's Asbestos Eastern Agency, Limited	30,000	\$10	\$10	\$25,000	...	First year	\$13 sellers
Campbell, Moore & Co., Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	\$5
Central Stores, Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	\$40 buyers
Do. (Founders)	6,003	\$15	\$12	\$20,000	\$1,253	Interim of \$120 for 1904	\$22 sellers
Do. (New Issue)	123	\$15	\$7 1/2	...	...	None	\$8 sellers
China-Borneo Company, Limited	24,000	\$12	\$12	none	First year	Preferential of 7 per cent for 1904	\$12 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	60 cents for 1903	Tls. 65 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Tls. 6 for 1903	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	none	\$1,171	None	294 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$55,000 \$20,000	\$3,029	80 cents for 1903	\$25 buyers
E. L. Mondon, Limited	7,100	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	Tls. 40 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,500	\$2,706	\$5 div. and \$24 bonus for 1903	\$100 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$5.75 for 1903	\$47 sellers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	\$324
Hall & Holz, Limited	21,000	\$20	\$20	\$188,000	\$13,104	Final of \$14 making \$34 for 1903	\$31 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	\$1 div. and 2/- bonus for 1903	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$300,000	\$4,383	\$20 for year ending 30.11.1903	\$500
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	\$250 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	\$140
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	\$214 buyers
Katz Brothers, Limited	7,500	\$100	\$100	\$375,000	\$21,582	First year	\$204 buyers
Laue, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	none	...	\$13 for 1903	\$135 buyers
Maatschappij tot Mijn. Bosch. en Landbouw. exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	Final of \$7 making \$12 for year end. 29.2.04	\$140 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	3rd quarterly of Tls. 10, paid 15.0.04	Tls. 310 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	...	\$832	making 20 for Tls. 30 a/c 1904	\$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	...	...	\$2 for year ended 31.10.1903	\$26 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	Final of \$3 making \$5 for the year ending 30.6.04	\$55 sellers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 108,172	Tls. 7,548	First year	\$50
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 10,247	Interim of Tls. 3 for 1904	Tls. 105
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 10,000	Tls. 3,288	Tls. 5 for 1903	Tls. 100 sellers
Singapore Dispensary, Limited	600	\$50	\$50	Tls. 140,000	Tls. 7,360	Interim of 15/- for 1904	Tls. 384 buyers
South China Morning Post, Limited	6,000	\$25 1/2	\$25 1/2	none	Dr. \$39,020	\$5 for year ended 31.7.1903	\$70
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	None	\$25 nominal
Straits Ice Company, Limited	10,000	\$5	\$5	none	...	60 cents for year ended 31.5.04	\$7
Straits Trading Company, Limited	250,000	\$10	\$10	\$600,000	\$83,403	First year	\$45 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	\$7 for second half-year 1903	\$165 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	...	\$1 div. and 25 cents bonus for half year	\$874
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	ended 30.9.1903	\$14 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	Tls. 334,669 Tls. 11,143	Tls. 27,187	None	\$14 buyers
Do. (Founders)	100	\$10	\$10	...	...	Tls. 2 for half year	Tls. 130
Watkins, Limited	10,000	\$10	\$10	\$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1903/4	Tls. 139
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	\$10 cents for year ending 31.5.1904	\$10 buyers
						ended 30.9.1903	\$180 buyers
						ended 30.9.1903	\$91 buyers
						ended 30.9.1903	\$114 sellers